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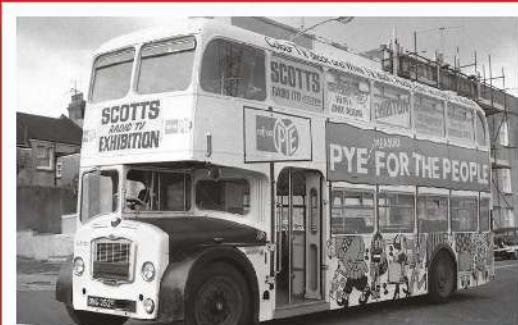
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Above: Seen at the Retro Show at Gaydon in September – the 'modern classic' trucks are reported elsewhere in this issue – was this Bedford CA 'Smiths Mobile Shop', which had, no doubt, been built as an ice cream van, like lots of others, now working as a 'mobile' coffee bar, representing a current trend towards using such vehicles, as well as Citroen 'H' vans, open-top buses and others, as catering vehicles, supplying 'street food'.

The van seen on this page represents a recent trend among vehicles seen at rallies and all sorts of other events, the use of classic vehicles, from which to serve snacks and 'beverages'.

Perhaps this goes along with the rise in the popularity of 'street food'. Whereas it was once considered beneath a lot of peoples' standards to be seen eating 'on the hoof', chips from a bag or whatever, we now see all sorts eating outside although, admittedly, often at tables and chairs placed beside the mobile food outlet. Maybe the escalating price of eating in a café or restaurant is having an effect on our habits, although the prices from these vans are seldom small.

A major element of this blossoming of the use of classic vehicles everywhere is the use of old continental vans, like the Citroen 'H' van – sometimes I wonder if there are any left as straightforward load-carriers or, indeed, if there are any left in France... There are even some strange 'imitations', like overgrown Volkswagen 'Kombi' vans, built on who knows what chassis, to offer more space inside for the staff and the necessary machinery for making hot food, coffee or whatever drinks.

Another use of classic vehicles, possibly more understandable, is the conversion of buses, most often open-top double-deckers, to bars, sometimes providing seating on-board for customers to enjoy their drinks in extra interesting surroundings.

Then there are the vehicles like the one shown,

built as ice cream 'mobiles'. A few have been preserved over the years, by their operators or builders – some of these even occasionally come out to work as originally intended. More seem to have been found and revived to serve coffee, as here, or other drinks or food. They are not always as 'mobile' as they once were, being transported or towed to their sales pitch.

It's amazing how many such vehicles have survived to be put back into use like this. As I said, only a few have actually been preserved. I can remember the 'ice cream van graveyard' of Peter's Ices, which I looked into on my way to work in Ipswich in the early 1980s. I doubt if any of the vans I saw there survived, but I'd be happy to be proved wrong.

A few operators, like Gallone's in Northampton, whose vans I see from time to time, at various events locally, seem to have kept a lot of their old vehicles going, which is great from the point of view of us enthusiasts. A surprising number of really old vans, like Morris J Types and other similar models, usually with lovely special coachbuilt, can be seen around the country, fuelling everyone's passion for nostalgia. What could be better than a classic ice cream cone, scooped from an equally classic ice cream van? I look forward to introducing my grandchildren to such delights, although my son prefers the output of one of those 'modern' Carpigiani soft ice cream machines.

Apart from such still-working classics, the best thing about the seemingly growing use of old ice

cream vans to serve drinks and food at events is that they have survived more or less intact and are still providing a useful service. Who knows, as fashions change, they might end up being preserved as well. It would be nice to know whether any of the Karrier Bantam-based or other Smiths mobile shops we show from time to time in our pages are still around...

This is the last issue with a 2018 date, but I think we'll leave the Season's Greetings until the next one, which will be available before Christmas – still in time to leave around handily for some kind family member to buy or renew a subscription for you. Just a thought...

ON THE COVER...



The Ford Transit, arguably, changed the shape of light commercial vehicles completely. Before that, there was much more variety, when most motor manufacturers offered a van version of their current car model, as well as different larger panel vans, like this Commer BF 1½-tonner, seen on test in Bedford.

CLASSIC CARMICHAEL FIRE ENGINES

Ron Henderson looks at the products of a well-known bodybuilder.



Above: The first Carmichael & Son fire engine, supplied to Worcester City & County Fire Brigade in 1950. Considering the era and the plethora of pre-war open-topped fire engines that formed the majority of Britain's early post-war fire brigades' fleets, this was a futuristic-looking machine, with fully enclosed cab and lots of chrome brightwork on the front. This historic appliance is currently on exhibition in Sheffield's Emergency Services museum.

Carmichael & Sons Ltd, based in Worcester, became one of Britain's premier fire engine makers, having constructed its first fire engine in 1950, for the local Worcester City and County Fire Brigade.

Originally founded by Thomas Carmichael in 1849 and later joined by his two sons, working from premises in The Butts, Worcester, the company constructed many bodies for a variety of horse drawn carriages, continuing with bodies for motor coaches and charabancs, as the internal combustion engine developed.

After World War II, there was a big demand for new fire engines to replace obsolete pre-war and wartime standard machines,



Above: Carmichael adopted the Karrier Gamecock chassis as suitable for a medium-sized fire engine, able to travel along the narrow country lanes of more rural areas, proving a popular platform for county fire authorities. This one, with a Renfrewshire registration, was made to the order of the India Rubber Company for its Renfrew Works, and has a low profile, with the extension ladder being recessed in a roof channel and the fire bell moved from the usual top of the roof to just above the windscreen.

and many pre-existing coachworks turned to the specialist field of fire engine construction to supplement their orders for other commercial vehicles. It was at this time that Carmichael turned its hand to making

a prototype fire engine for the local fire brigade.

Based on the new forward control Commer underfloor-engined chassis, this was an ultra modern machine for its time, with enclosed



Above: In the heyday of Britain's motor vehicle industry, coachbuilders were prepared to design and construct vehicles made to special order, rather than supply mass-produced modular constructions. This smart AEC Mercury was one of three dual-purpose appliances built for the London Fire Brigade.

Right: Another special in-house design for a water tender of the 1960s. This style of cab was fitted to fire engines based on Bedfords, (converted to forward control), Commers and Albion Chieftain chassis. This top heavy-looking Bedford, with roof mounted hose reels, a 50 ft wheeled escape ladder, extension ladder and hook ladders, was built for Blackpool Fire Brigade in 1963.



cab, built-in pump and 400 gallon water tank. The actual vehicle still survives and is also perpetuated in the popular Dinky Toys model no 555, which was in production for many years. This type was in production right through the 1950s, with several examples being exported overseas to Africa, Canada and New Zealand.

Carmichael's second fire engine, also for Worcestershire City & County Fire Brigade, was constructed on a Dennis F12 chassis. Thereafter, fire engines were in continuous production and in the first decade after the war the company churned out many more fire engines, mainly on the popular chassis of the day used for fire service purposes, especially Commer and Bedford chassis.

In the 1960s, the company was registered

as operating from new premises, at Gregory's Mill Street, also in Worcester, where the construction of bulk road tankers was added to the company's comprehensive range of fire engines. Fire engines still formed the main output of the company, with many hundreds of assorted vehicles being supplied to UK and overseas fire brigades, mainly using new vehicle chassis, as they were introduced, such as the Bedford TK, Ford D and Dodge K and Commando series.

Of the company's major innovations, the most notable were the six-wheeled Range

Rover Carmichael-Commando conversions, the adoption of Shelvoke & Drewery chassis for fire service work and specialist airport fire engines, particularly the Jetranger and Cobra types, of which a huge number were supplied to overseas customers.

In later years, many fire engines were constructed on Dennis chassis, latterly using the Rapier and Sabre models. Carmichael's customer base was expanded with the acquisition of Benson Motor Bodies of West Bromwich, as well as Carmichael's appointment as the UK agent for Magirus



Left: Airport crash tenders were a specialised field, but one of Carmichael's most successful products was its Jetranger, based on a Thornycroft Nubian chassis. Many UK airports adopted these, while dozens were sold overseas, to countries ranging from Iceland to Australia. This one, finished in a yellow livery, was delivered to Coventry Airport in 1975.

Below: Until Carmichael constructed this water tender-ladder on a Shelvoke & Drewery chassis, the SD firm was more noted for its 'bin wagons', but this prototype led to a whole range of fire engines on SD chassis, including specially-constructed airport foam tenders. This one was one of a pair built for Hereford & Worcestershire Fire Brigade. Similar examples were exported to the Middle East.

turntable ladders from Germany and Finland's Bronto hydraulic aerial platforms.

Despite the company's expertise in the fire engineering field, faced with mounting financial difficulties, Carmichael was placed into receivership in 1992, just when it had a healthy order book for a new range of fire engines on Dennis Rapier chassis and a forthcoming contract for a new generation of Royal Air Force crash tenders based on Unipower chassis. Fortunately the business was rescued and then underwent a number of ownership and management changes, at one time being owned by a Malaysian firm and trading under the name of Amdac-Carmichael, until that firm went into liquidation, resulting in the formation of CSS (Carmichael Support Services) Fire Vehicles, now relocated to the Venture Business Park, Worcester.

The recent chequered ownership history was rather complex and came to a final



conclusion in July 2018, when it was announced that the company was once again being liquidated, but this time there would be no rescue. One of the country's longest lasting and most innovative

manufactures of fire engines is no more. The remaining assets were acquired by Terberg DTS, which has taken over the responsibility of providing support and parts for vehicles supplied by Carmichael.



Above: Not often publicised, is the number of British vehicles exported overseas and, without access to company archives, many of the exports would never be known. Very few photographs exist of them working in their home countries. This Mercedes foam tender for Tanzania is one of many similar vehicles built for the export market. (All photos, Carmichael)

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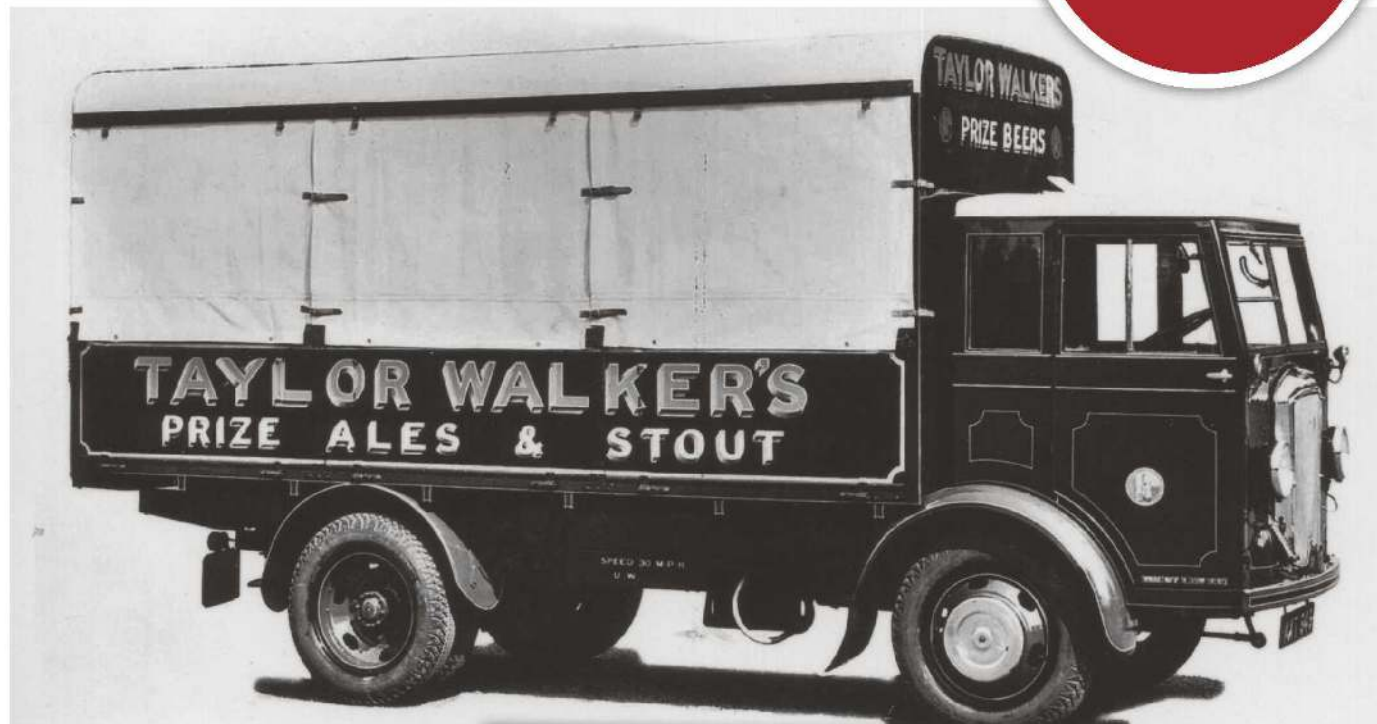
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THOSE WERE THE DRAYS - ANOTHER DROP!

Allan Bedford offers a further selection of pictures of brewery drays from his eclectic collection of drays, stretching over 50 years.

**PART
TWO**

BREWERIES



Above: A 1934 Dennis 40/45 cwt of Taylor Walker's Barley Mow Brewery in Limehouse. The brewery closed in 1960, a year after the takeover by Ind Coope.

Right: Bushell, Watkins and Smith, of the Black Eagle Brewery at Westerham, was acquired by Taylor Walker in 1948. Albions had been the favoured make at Westerham from pre-war days and this policy continued under the new ownership. Seen on the main A25, passing through the town in a Coronation Float Parade in 1953, this fine example was new in 1951. (The company's earlier Hallford was seen last month.)



A number of familiar beers continue to be brewed by the surviving industry giants, following multiple changes of brand ownership, while a few breweries have survived, maintaining old names and much-loved local flavours for our enjoyment.

In contrast, in these two articles, there are some 20 vehicle marques featured but, unlike the brewing survivors, only the Dennis name remains in the transport world of today. Perhaps Dennis had the largest portfolio of brewery customers by the 1930s and into the early post-war period.

Albions, of course, dominated the Scottish market and became extremely popular in the industry, while many Thornycrofts were also adorned with the 'Beer is Best' on their radiator grilles.

This time we go on to look at the drays used by cider and mineral water suppliers. New craft ciders continue to appear and my adopted home town of Crediton in Devon is the home of Sandford Orchards.

After an absence of 50 years, the former Creedy Valley Cyder works, built in 1935, was restored by Barney Butterfield and his Devon Red is now seen everywhere. Devon lost every one of its original breweries and many of the indigenous cyder producers. The biggest loss, Whiteways of Whimble enjoyed a 25% market share in 1950. The company's non-alcoholic sparkling Cydrax, originally introduced as a temperance drink,



Above: Here's a dray carrying a very apt name for a brewery, as a 'Trouncer' was the member of the dray crew responsible for lowering the full barrels into the cellars of the pub. Based at the old brewery, Longden Coleham, Shrewsbury, from 1807, the business was acquired by Ind Coope and Allsopp, along with its eleven pubs in 1956 and closed. This archaic Thornycroft with its unpainted bonnet was new in 1935. (PS)



Above: This small Albion was new in the autumn of 1947 for Ushers, the Trowbridge Brewery. (PS)

was contract bottled throughout the UK at one time. To find this old favourite, together with its stable mate, Peardrax, take a trip to Trinidad, where it is still produced!

In the 1950s, many towns could still boast at least one mineral water factory, serving the local community. Some of those I recall are featured here, along with some old household names. Some famous names, which many of us grew up with, have long vanished, including Idris ("I drink Idris when I's dri"), Kia-Ora, and the one time brand leader 'Sunfresch' marketed by Joe Lyons – 'Cheers'!

Bibliography

A Century of British Brewers (Brewery History Society)

■ With thanks to Barry Lucking, Phil Moth, Phil Sposito, Graces Guide, The Westerham Society and The WHOTT archives.



Above: Ushers was good customer for ERF in the post-war period, but as seen here, the company also purchased this stylish Sentinel DV44 in 1949. The large regional brewery, founded in 1824, was acquired by Watney Mann in 1960, but later regained its independence with a management buyout. Sadly, brewing ceased in the year 2000, shortly after bottling its Millennium Ale.



Left: The Wenlock Brewery, of City Road, Shoreditch, relied on Pickfords for its transport requirements in the mid-1930s, when 'Beer was Best'. The Scammell Mechanical Horse was a natural for deliveries in the inner city. This example carries fleet no J788, coupled to trailer 2675, finished in the brewery's livery. The Wenlock Brewery closed in 1962, after Bass took control.



BACK TO THE HORSES . .



- 1: The Young family acquired the Ram brewery in Wandsworth in 1831. The site's ancient brewing connections sadly ended in 2006, when Youngs merged with Charles Wells of Bedford, but after further changes the brand is now part of Marstons portfolio. The company was for a long time a supporter of Dennis. This late example of a traditional Pax, with a 1957 Portsmouth registration, was probably bodied by Sparshatts (PS)
- 2: Youngs was famous for its horse drawn dray teams and maintained that tradition into the 1990s. This snippet from the Daily Mirror for 14th June 1968 demonstrates that it still made economic sense in the 'Swinging Sixties'.
- 3: A pair team departing from Young's Ram Brewery, ahead of a 1967 Dennis Pax V on learner duties as well as deliveries.
- 4: A neat little Morris Commercial 'TX' 30 cwt for local work for this very famous Edinburgh brewer, sadly another lost name. Youngers beer was distributed in London where the company owned a number of pubs, one of which was 'The Sun in the Sands' on Shooters Hill Road, Blackheath.
- 5: The beer might have all been drunk, but the magic of the company's slogan will long be remembered, as shown on this beer mat.



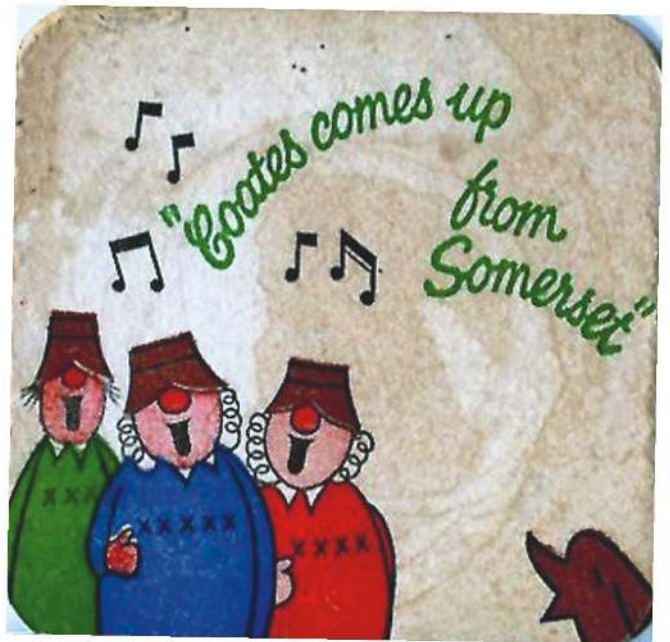
CIDER



Above left: Bulmers of Hereford, the largest UK producer of cider, is now part of the C&C Group. This forward control Dennis Pax was new to Bulmers in December 1947.

Above right: A name forever associated with Somerset, Coates of Nailsea merged with Showerings of Shepton Mallet in 1956. All production was moved to the Showerings Babyham factory in the early 1970s. During the early 1960s, Coates Cider was heavily promoted 'on the box' and featured a colourful cartoon group of 'Yokels'. The happy yokels and their slogan 'Up from Somerset' are featured on the cabs and headboards of these ERF KVs. The leading vehicle from 1956 carries a mixed load of quart cider bottles and boxes of Babyham, bottled in 3½ fl oz miniatures. (PS)

Right: A colourful drinks mat, featuring the Coates singing yokels.



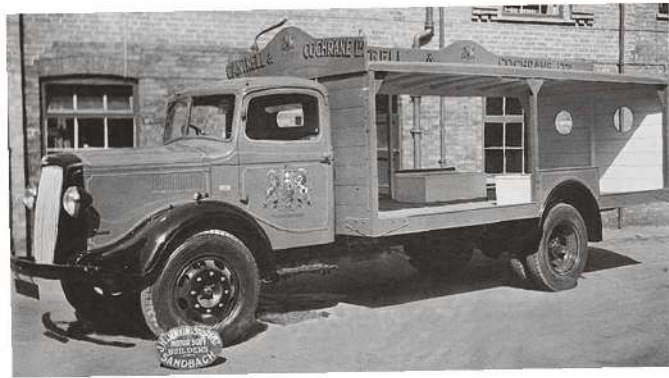
SOFT DRINKS

A stylish coachbuilt body on a 1947 registered Bedford K Type, a popular choice for the mineral water trade. Many towns had at least one 'pop maker', which went to great trouble concocting a 'unique' brew with an improbable name and registering it. This St Albans company came up with 'Venarosa' and also used a 'Spitfire' trademark.





Above: Brooke and Prudencio of St Pauls, Bristol, established in 1889, used Old Neptune as its trademark. The company later established bottling plants in Portsmouth, Lewes and Wandsworth and traded until 1960. This line-up of 30 cwt 'AA' Fords featured dray bodywork by Jones & Bence of Bristol, which held a Ford agency. PSV chassis became a major part of the output of this company, later trading as Longwell Green coachworks.



Above: Cantrell & Cochrane (now the C&C group) sold a wide range of soft drinks on the UK mainland for many years. Perhaps its best-known product in the far off days of the 1950s was its Club Orange squash. The fleet colour at that time was a limish green (later changed to orange, as seen in Ireland). Morris Commercials were C&C's choice for many years. This 'Equiloat CVS (6 cylinder)' of 1937-9 features top quality coachwork by Jennings of Sandbach, incorporating a unique feature based around the two porthole windows at the rear, visible in this photo.



Above: An illuminated 'Club Orange' headboard is seen on this beautifully lined-out Commer from the mid-1950s, registered in Londonderry.

Left: Saturday 5th July 1952 was a lovely summer's day and Londoners were in need of refreshment, so the arrival of the C & C man was most welcome. This photo shows a glimpse of the company's trademark 'porthole' design, but also a very sad occasion, which marked the last day of the capital's once vast tram system. HR2 class tram No.1859, built in 1930 for the LCC, is seen on Victoria Embankment bound for Woolwich. Later in the day, along with all the remaining fleet it travelled to the 'Tramatorium' in Charlton, and was finally scrapped and burnt in November 1952. Happily, sister car No 1858 was bought by Peter Davis and lives on at the East Anglia Transport Museum at Carlton Colville.



Above: Dawes of Paignton was once a thriving soft drinks maker, which traded into the latter part of the 20th Century. The site of its former works is now a residential development. Karrier Bantams sold well in Devon and this unique photo of two of them on the lower Dartmouth Ferry was a good capture. The older example at the front, with the original style of grille, was probably a builder's truck and contrasts with Dawes face-lifted example registered in 1972, with a 'J' registered BMW for company. Both this and the Kingswear-bound ferry, which can be glimpsed mid-stream, were attached to 'Hauley' class boats, which still ply to-day. (PM)



1: An example of one of Hooper Struve's later Ford '4Ds' appeared in a previous instalment. Here, dating from around 1946 with coach built cab, is an example of the preceding Fordson '7V', still supplied with the small wartime-pattern headlights. The 'Waltzing Couple' trademark was once again prominent on the doors.

2: Established around 1830, in Central London, H D Rawlings 'High Class Mineral Waters' was acquired by R Whites in 1891 and moved to Camberwell. The company's products were aimed at a more exclusive level, and in later years it became known for mixer drinks and juices. The name finally disappeared in the 1980s, following a multitude of mergers and range duplication. This 'RAF'-pattern Leyland, seen with its smart crew, was fitted with pneumatic tyres and carried a 1925 London registration.

3&4: The Star Mineral Water Company, of Essex Street, Whitstable, was established in 1902 and traded until 1969, when Silver Spring of Folkestone gained control. This neat Austin 'K' Series from 1947 is seen when fresh from the bodyshop, and carries a Canterbury registration as was the norm from the Thanet area.

5: Like most pop men, Star used the period 6 fl oz bottles with crown tops. Familiar in the Thanet coast area and found in local cafes and beachside refreshment huts, and often sucked by children through a soggy straw!

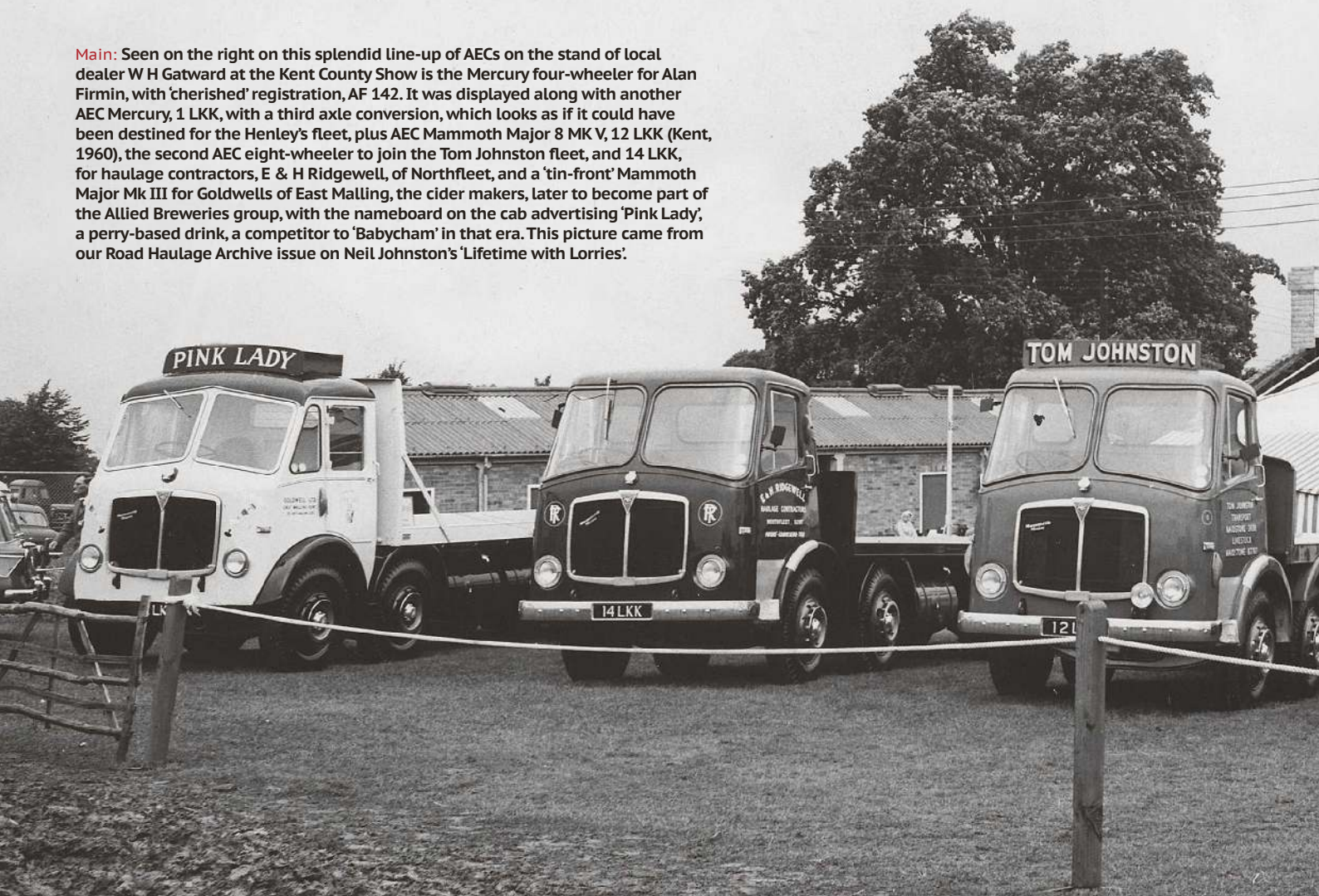
6: 'Tizer the Appetiser' was the brainchild of the Pickup family, launched in Manchester in 1924. The drink was a top seller during the 1950s, when the bulbous bottles with their large black plastic screw tops were a picnic favourite. Since 1972, Barr of Glasgow has owned the brand. Here, a tranquil scene in Westerham in the early post-war years finds a Morris Commercial 'C' Type outside the post office with a Morris Eight for company. The postcard photographer was being observed while he

captured the scene – note the chap with the broom standing next to the characteristic local cinema poster boards. We don't know, however, what was coming next week at the Majestic in Sevenoaks, opened in 1936, which is now the Stag Community Arts Centre.

7: R Whites was established in Camberwell in 1845 and originally brewed ginger beer. A whole range of flavours became available through the years, including its own 'Kaola' and Dandelion and Burdock, long before we all became 'secret lemonade drinkers! This Thames 4D dating from 1956 is seen on a semi-detached suburban estate, probably delivering to the local shop.

ALAN FIRMIN'S 'AF' NUMBERS

Main: Seen on the right on this splendid line-up of AECs on the stand of local dealer W H Gatward at the Kent County Show is the Mercury four-wheeler for Alan Firmin, with 'cherished' registration, AF 142. It was displayed along with another AEC Mercury, 1 LKK, with a third axle conversion, which looks as if it could have been destined for the Henley's fleet, plus AEC Mammoth Major 8 MK V, 12 LKK (Kent, 1960), the second AEC eight-wheeler to join the Tom Johnston fleet, and 14 LKK, for haulage contractors, E & H Ridgewell, of Northfleet, and a 'tin-front' Mammoth Major Mk III for Goldwells of East Malling, the cider makers, later to become part of the Allied Breweries group, with the nameboard on the cab advertising 'Pink Lady', a perry-based drink, a competitor to 'Babycham' in that era. This picture came from our Road Haulage Archive issue on Neil Johnston's 'Lifetime with Lorries'.



John Harrison tells how a lorry operator managed to obtain 'cherished' registrations for his fleet.

Between 1955 and 1962 it was possible to have a voided vehicle registration, one from a vehicle that had been scrapped or exported, reissued on payment of £5 (which would be about £110 in today's money, according to one comparison website). Most numbers you see on the road on modern cars with one or two letters followed by up to three numbers are such £5 reissues (Ones in similar format but with the numbers ahead of the letters are likely to be ones sold at DVLA Auctions).

The facility was discontinued in 1962, as

looking for suitable numbers to meet requests was proving so time-consuming it ceased to be cost effective. Quite often a request for, say AB 1, would result in a "not available" response, so AB 2 would be requested, and so on, and a lot of time might be invested, possibly without a mark being issued or a £5 payment received.

Apart from a few months in 1976, when civil servants put a ban on carrying out transfers, as they said it was taking up too much time, subject to various rules, it has been possible to transfer a registration from one vehicle to another. Initially, numbers could be transferred between all types of vehicles but, in 1934, a ban on transfers involving commercial vehicles was introduced, as goods vehicle licensing was administered using registrations, and the Chairman of the Traffic

Commissioners pointed out this could cause confusion.

Following the 1976 'strike', major changes to transfer rules were introduced in 1983, and these included allowing transfers involving goods vehicles again. Nowadays, many lorries carry numbers reflecting their owning company's initials or marks of other significance.

This article is based on papers in the National Archives and relates to one haulage company's use of the £5 reissues, namely Alan Firmin, based in Linton, near Maidstone in Kent. Although goods vehicles could not be involved in transfers at the time, it was possible to put a £5 reissue on a new previously unregistered commercial vehicle, though the mark could not then be

Right and below: Probably the best-known of Alan Firmin's lorries, the AEC Mammoth Major V, registered AF 105, which was restored during the 1990s, after surviving as a recovery vehicle, and rallied with a draw-bar trailer, as seen here at The Stray, Harrogate, after a Trans-Pennine Run. Sadly, the lorry has been parted from its cherished registration, but is still seen at rallies, now with Parry's of Shrewsbury.



transferred off it later.

The Kent-based Alan Firmin Company started as a haulage business in 1937, when according to its website: "Alan Firmin enters the transport business with the purchase of a Ford truck to take livestock to market and gradually expands the haulage business through the delivery of farm produce and related products for local farmers." The company still trades today.

Alan Firmin's initials are, of course, AF which used to be the registration code for Cornwall. While £5 re-issues were available, when Alan Firmin bought a new lorry, he would contact the Cornwall County Council and ask to be allocated a void 'AF' mark, for which he would pay £5, and the vehicle would be registered with that mark with Kent County Council,

his local authority. Though the phrase was probably not used at the time, these AF marks were part of the company's corporate image. The files indicate that when £5 re-issues were stopped, Alan Firmin had 44 lorries with 'AF' marks.

All went fine for Mr Firmin until the ability to obtain £5 reissues was withdrawn in 1962. He was no longer able to obtain a supply of 'AF' marks from Cornwall. Furthermore he could not transfer any 'AF' marks from his existing lorries. He wrote to the Ministry of Transport to complain and got a relatively standard reply, saying they were unable to help. He then contacted his MP, John Wells, the Conservative member for Maidstone. A meeting took place on 20 February 1963, with John Hay, the Parliamentary Secretary to the

Ministry of Transport and Conservative MP for Henley, and Messrs Wells and Firmin. This does not seem to have helped Mr Firmin much, as John Hay sent John Wells a letter on 5 March 1963, confirming the situation and explaining that Mr Firmin would not be allowed to transfer his 'AF' marks.

Although presumably most of the vehicles bearing 'AF' marks were sold off in the usual course of business, two were retained by Alan Firmin, as what I presume were 'heritage vehicles'. AF 142 was on a 1960 AEC Mercury four-wheeler, but this is not now taxed and may no longer exist. The other was AF 105, a 1961 AEC Mammoth Major eight-wheeler. This has since been sold to T J Parry of Shrewsbury, having been re-registered 814 YUD, while AF 105 is now on a Land Rover Freelander.

NEW 50 YEARS AGO

- PART 2 EAST ANGLIA

Mike Forbes and Malcolm Wright follow our look at buses and coaches new to fleets in the South-east area 50 years ago, with a look at what was new in East Anglia at that time.

This was a time of great change in the transport world, especially with regard to bus design. It is quite surprising, when looking at these pictures of vehicles which were new 50 years ago, how different some of them are from each other. While some operators stuck with the 'old school' front-engined half-cab double-decker, many were turning to high-capacity single-deckers, which at the time could be 'one-man-operated'.

In each case, cost savings would be uppermost in their minds, which were not always achieved when all factors were taken into consideration over the lives of the new style vehicles, which were in some cases quite short. The problems of

Right: The last front-engined Bristols for Tilling fleets, before the VRT took over, included 15 for Eastern Counties in 1968, like fleet no FLF351, ONG 351F, a Bristol FLF6LX, with Eastern Coachworks H38/32F bodywork. In 1973, this one was among those FLFs involved in the exchanges with the Scottish Bus Group for early VRTs, going to Western SMT, becoming a training vehicle in 1980.



operating very different vehicles from those they were used to, not to mention the mechanical and structural failings of what were, after all, designs which were as new to their manufacturers as buyers.

These days, some of what we would consider to be 'modern' rear-engined buses achieve extremely long lives, now that the designs are well tried and tested, but back in the late 1960s, operators were moving into uncharted territories. With a few exceptions, the buses and coaches seen here tend to look quite modern, even

Left: Eastern Counties fleet no FLF352, ONG 352F, also went to Western SMT, after a year from 1972-3 in this overall advertising livery for Pye of Cambridge, being exported to Vienna by Ensign in 1980.

today, so they must have come as a bit of a shock to passengers, as they pulled up at a bus stop when new in 1968.

The bus services in East Anglia – we are referring to Suffolk, Norfolk, Cambridgeshire and Essex here – the Eastern Traffic Area covered a rather larger area – were provided by Tilling Group companies Eastern Counties and Eastern National, plus four municipal fleets, Lowestoft, Great Yarmouth, Ipswich and Colchester, not to mention any number of independent operators, which we are not covering here, mainly because few of them bought new vehicles, at least not



Above: Another of the batch, fleet no FLF363, ONG 363F, another Bristol FLF6LX, with ECW H38/32F body, is seen on the 151 Cambridge to Peterborough route. This one went to Central SMT in 1973, then was sold to dealer, Tiger of Salsburgh in 1979 and scrapped that year by Whiting of Carlton.



Left: Like many other bus operators, Eastern Counties opted for the large capacity single-decker, suitable for 'one-man-operation' in the late 1960s. In 1968, the choice for ECOC was the Bristol RELL6G, with ECW B53F bodywork, like fleet no RL673, PPW 673F, seen when quite new.



Above: Fleet no RL682, RAH 682F is seen in Peterborough in the 1970s, now in National Bus Company 'Poppy Red' livery, with a white waistband.



1: With the classic unhelpful ECOC 'Service' on the destination blind, RL678F, RAH 678F, looks drab in all-over Poppy Red, with no white waistband. These Bristol RELs lasted into the 1980s in the fleet.

2: Arriving at Victoria Coach Station, London, on the 'East Anglian Express' service from GT Yarmouth and Lowestoft, is Eastern Counties fleet no CB845, PPW 845F, the last of six Bedford VAM70/Duple C45F coaches, new in 1968. Here it is in its original cream and maroon livery, surviving in the fleet until 1976, latterly in NBC white livery, then with Eagle Coaches of Morton until 1979, then as staff transport for Brooks, meat processors.

3: Eastern Counties also took the Perkins-powered lightweight Bristol LH6P with ECW B45F bodywork, like fleet no LH691, RAH 691F, with the early small flat windscreen for the type. ECOC also received a number of second-hand Bristol LS single-deck buses from other Tilling fleets, Midland General, Mansfield district and Bristol, around this time.



for bus services, second-hand coaches normally being the order of the day. But let's look at what was new in 1968...

● *The authors would like to acknowledge the assistance with pictures and information for this article from Robin Jenkinson, the Essex Bus Enthusiasts Group (EBEG) and Richard Delahoy, plus Phil Moth (PM Photography) for the ECOC pictures.*

Left: Essex-based Eastern National also opted for Bristol/ECW buses and coaches, apart from a couple of Guy Arab IVs, ordered for Moore Brothers (Kelvedon), taken over in 1963, and five Duple-bodied Bedford SB13s in 1964 for touring work. Eastern National Arrivals in 1968 included fleet no 2924, AEV 818F, a Bristol FLF6LX with ECW H40/30F bodywork, seen at Cherrydown in 1971 in original livery. ENOC opted for the longer 31 ft 6 ins FLF Lodekka, as shown by the longer rearmost window on both decks. This one served until 1981, passing to Norths (dealer) of Sherburn by 1982. (Bill Cansick, EBEG)



Above: Another 1968 Lodekka delivery to ENOC was fleet no 2610, AVW 410F, an FLF6LX, originally in coach livery, but seen at Halstead in 1975 in NBC green, after demotion to bus duties. It had been used by Tillings Travel (NBC) of Chelmsford in the meantime, but was returned to Eastern National by 1975, becoming a driver trainer vehicle by 1976. It served in this role until 1980 and was then sold to Jones (Carlton Metals) a dealer at Carlton. (Robin Jenkinson).



Above: A similar vehicle was fleet no 2612, AVW 403F, a Lodekka FLF6LX, originally with CH37/18F bodywork, with coach seats, in reversed livery for routes like the long Southend-London 251, but seen here on a private hire in 1970. It also went to Tillings Travel (NBC) of Chelmsford, but returned to Eastern National, lasting until 1981. It went to Essex County Council and was converted to a mobile showroom. It was with the Dengie Hundred Jubilee Bus Association until scrapped in 1989. It had been the last half-cab bus (apart from Routemasters, some ten years later) to work through Southend at the Hadleigh Farewell Day in August 1981. (Robin Jenkinson)



Above: Seen at Basildon when new, fleet no 410, YHK 727F was a 1968 Bristol RELH6G with ECW C47F bodywork. It served Eastern National until 1974, passing to National Travel SE, where it worked until 1978, passing to Lincolnshire Road Car Co until withdrawn in 1980 and sold to PVS (dealer) at Carlton. (Bill Cansick, EBEG).



Above: YTW 540F had the unusual Duple (Northern) 'Comander' C36F coachwork on a Bristol RESH6G chassis. Seen at Cambridge in 1975, it served with Eastern National only until 1971, passing to Tilling Travel (NBC) Ltd of Chelmsford, as its fleet no 416 until 1974, when it was taken over by National Travel SE, running until 1977 having been re-seated to C41F. It was then sold to dealer, Twell of Ingham, who re-sold it to B J P Cheek (Elm Tree Transport) of Wealdstone by 1980. (Robin Jenkinson)



Above: Seen at Dovercourt in 1971, one of nine Bristol MW5G or 6G, acquired from Tillings Transport Ltd of Chelmsford in 1968, was 2740 VX, with DP41F bodywork, originally built for Eastern National in 1961. After its return it served for a further nine years, being sold to dealer North's of Sherborn and on to Kinross Plant and Construction for non-PSV work. (Robin Jenkinson)



1: Seen at Scone Palace in 1969, showing off its very handsome lines compared with the previous vehicle is 11 DLY, also bodied by ECW as a C34F coach. This was new to Tillings in 1962, before joining the Eastern National fleet from 1968 to 1971, when it returned to Tillings, then went on to National Travel SE Ltd of London by 1974, re-seated to C39F. It was withdrawn by 1976 and sold to Martin (dealer) of Middlewich and re-sold to Costain Mining (contractor) of London, SE1. (Bill Cansick, EBEG).

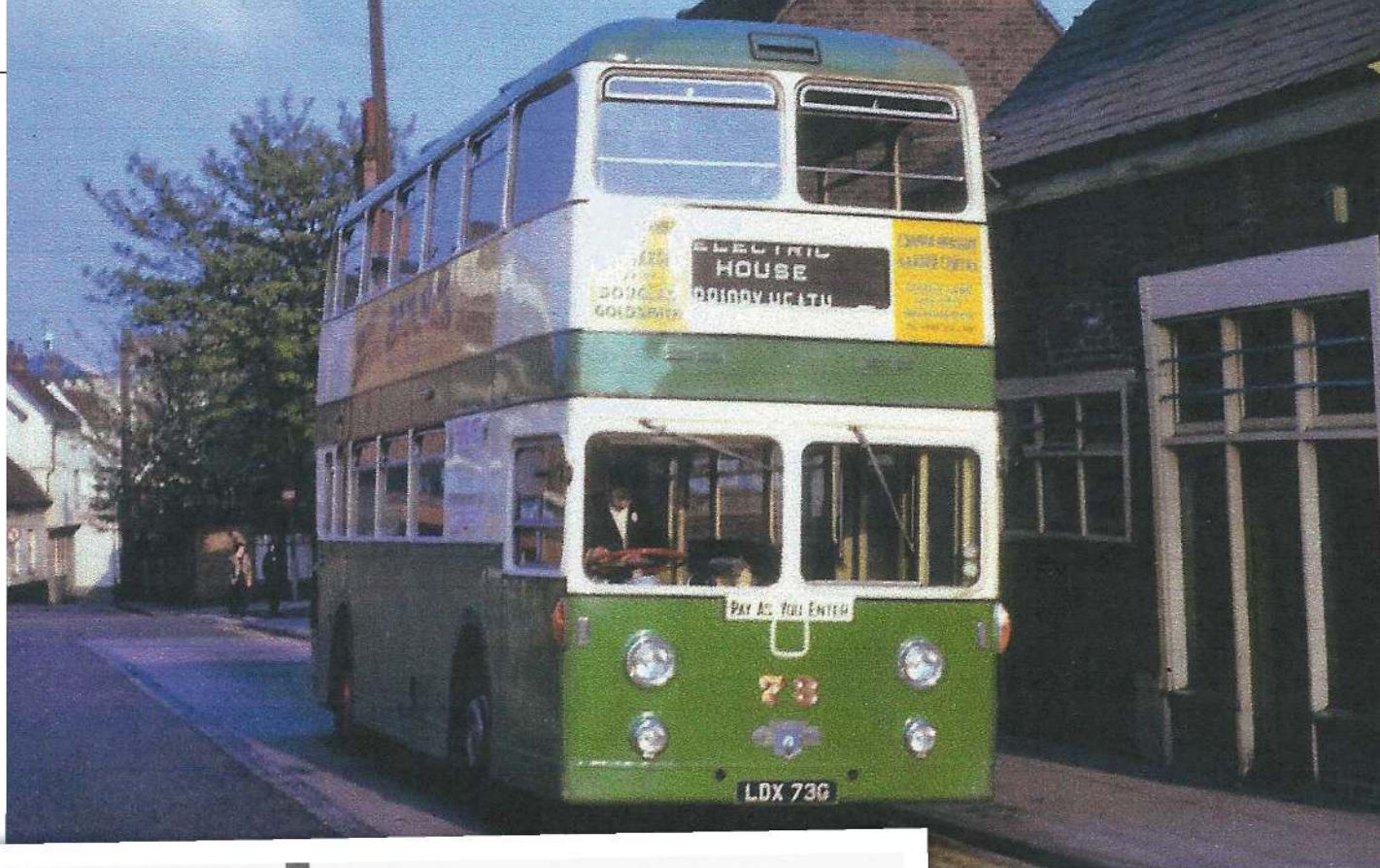
2: Among the Municipalities in the Eastern Traffic Area, Lowestoft had bought two Leyland Titan PD2/47 with Massey bodies in 1967, but Colchester, Great Yarmouth, Ipswich and Southend received the following vehicles into stock in 1968.

New to Colchester was fleet no 48, YWC 648F, a Leyland PDR1/1 with Massey H43/31F bodywork, seen here later at Magdalen Street, outside the depot in 1978, in open-top guise. Colchester had sought powers to operate trams from 1900, but by 1929 buses had replaced these. (Robin Jenkinson).

3: Seen in Osborne Street in 1978, in original full highbridge condition, fleet no 53, AVX 53G was also from the 1968 batch. It was also converted to open top, in 1979, and reputed to be used by Maghull Coaches, Liverpool, a firm started by Kevin & Carole Reilly, with one coach 50 years ago, conducting open-top tours of the city since 1999. It had previously been used by Bulley's Bus Services in blue and white livery. (Robin Jenkinson)

4: Great Yarmouth fleet no 42, GEX 742F, was a rare single-deck Marshall B39F Leyland Atlantean, seen in 1977. Sister vehicles 40 and 41 have both been preserved. Electric trams commenced here by 1902, with buses added in 1920, with three open-top ex-London General Omnibus Co 'B' types, and the trams phased out by 1930. Until then, all new vehicles were Guys, then until the war it was AECs and Leylands. (Robin Jenkinson)

5: Ipswich Corporation fleet no 72, HPV 72 F was a Massey B40D-bodied AEC Reliance, seen at Town Bus Station in 1979. It appears to have served with Taylor & Coulson of Nottingham by 1999 and was to have been preserved, but by 2006 it seems to have been dismantled for spares. Ipswich Corporation electric tramway system replaced horse trams in 1902 horse bus, but 1923 saw trolleybuses commence operation. By 1950, motor buses had been added to serve the new estates surrounding the town. All buses from 1950-1968 were AEC models. (Robin Jenkinson)



Above: The first non-AECs for Ipswich were four Leyland Atlantean PDR1/1s with ECW bodies, like fleet no 73, LDX 73G, delivered in 1968. They served until 1980 when they were purchased by Eastbourne Borough Transport and later converted to open-top. Two of this batch have since been preserved. (Richard Delahoy)

Left and below: In 1968, Southend Corporation added to its fleet MJN 215 and 218F, which were Leyland Leopard PSU3/1Rs, with East Lancs single-deck bus B51D bodies. Both were withdrawn from service in 1980. (EBEG)



KENT AND SUSSEX TRANSPORT

Les Freathy offers another selection of pictures of commercial vehicles of the past which worked in the area.

Part 6



Above: I spotted this lorry sitting in a yard in Sittingbourne, looking a bit forlorn. I was not sure if the Leyland Freight 160 Turbo had finished its working days or was in for repairs but it looks to have been used in the plant hire trade.

Right: A fairly recent discovery is this Leyland Freighter, H281 XST, with a tanker body, still working for Rye Biofuels, but based at the plant in Mountfield Industrial Estate in New Romney.

My, how time flies and here we are on part 6 of Kent and Sussex transport already, and once again we have a good mixture of types and companies included. I trust that readers enjoyed the recovery vehicle special and that some feedback and comments will be forthcoming, as mentioned. I think enough new material can be gathered to repeat the recovery vehicles plus a further much different special is in the pipeline for a later date.

I would like to record the liveries of as many of these images as possible and, as it is difficult to work out colours from black



and white images, readers' assistance would be much appreciated. I have located some more negatives showing Kent and Sussex

showmen's vehicles in the files and, as previously mentioned, these will be included in limited numbers throughout the series.



Above: Another of the occasional fairground vehicles in this series is this six-wheeled ERF LV, carrying power generators, belonging to local showmen, Forrest's. Noting the large front-mounted exhaust, one wonders if it was once a tractor unit or a cut-down six-wheeler, previously used as a fuel tanker.

1: Back to the 1950s now, and the Morris Commercial dropside of the Hythe Fishmonger, A (Twiggy) Blackman and Sons, taking part in a local carnival. My father was a member of the local coastguard at this time and they used to borrow this lorry to collect timber lost from ships in the Channel. I certainly remember the bone cracking rides down through the rough army range roads to the shoreline to collect the timber.

2: A long wheelbase Morris FG, with a Luton van body, built in Caffyns workshop for St Francis Hospital. Unfortunately, I am not sure where this hospital is or was, or what was the role of the van but, at a guess, I would say for laundry transport.

3: Eric Bourne's removal and storage company has been a familiar sight in the Rye area for many decades. In the early days the company was based in the Strand area but, as the workload increased, moved to larger premises in Rye Harbour Road, with more room for storage and parking for the growing fleet. In later years, a depot was established in Maidstone, in Kent, where Seddon Atkinson 301 and draw-bar trailer, both with curtain-sided bodies, was photographed.

4: Dave Lumsden's Ford Transcontinental three-axle heavy haulage tractor, seen in the days when the company was based at Collier Street near Maidstone. Lumsden was involved in both UK and Continental work and the big Ford is seen here with a long vessel on the extending five-axle trailer.

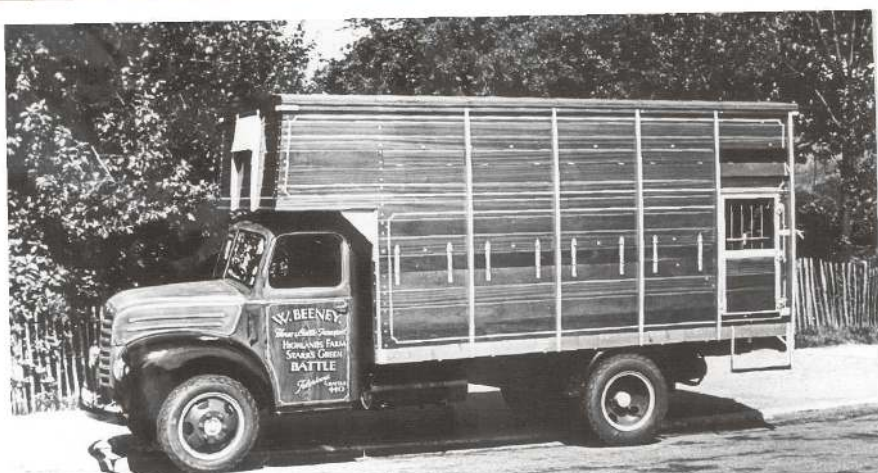


Above left: Back to Sussex and a brand new Bedford CA van, belonging to wine merchant Arthur Cooper, for the branch at 4, Castle Square, Brighton. Whenever I see pictures of these vans, I am always reminded of my first vehicle, a 1959 model.

Above right: Southdown Plant Ltd was a long-established local plant hire firm, with depots in both Kent and Sussex, as well as elsewhere. This K Series Dodge with self-loading crane was driven by Reg Laws, and is seen in the company's Ashford yard loading plant. In later years, Southdown was absorbed into the Hewden Group, eventually losing its own identity. The Hewden group was later taken over by the Finning Group and no longer exists.



Above: In a previous part of this series, I included a picture of the small fleet of Gordon King, from Kingsnorth, Ashford. Here is another picture showing the Seddon Atkinson 400 and Guy Big J8 eight-wheeled tippers, parked in the company's depot.



Left: Back we go to Sussex and another Hollingsworth-supplied Ford. This Thames ET6 has been fitted with a livestock body for W Beene, of Highlands Farm, Starrs Green, near Battle, and features a fancy wood-grain finish on the cab.



1: Moving westward down the coast, we find this little Austin K2 removals van (possibly a re-bodied wartime chassis?), in the livery of Lewis and Co, of Bognor Regis. The lettering shows another depot in the bigger nearby town of Chichester. Can anyone confirm the two-tone livery of this vehicle?

2: Pictured with a load of pre-cast concrete pipes on its semi-trailer is Lenham, Kent-based Coulling Bros' Ergo-cabbed tractor unit, KKE 156E. I think this is one of the Leylands in the fleet but, for some reason, there appears to be no badges on the front panels.

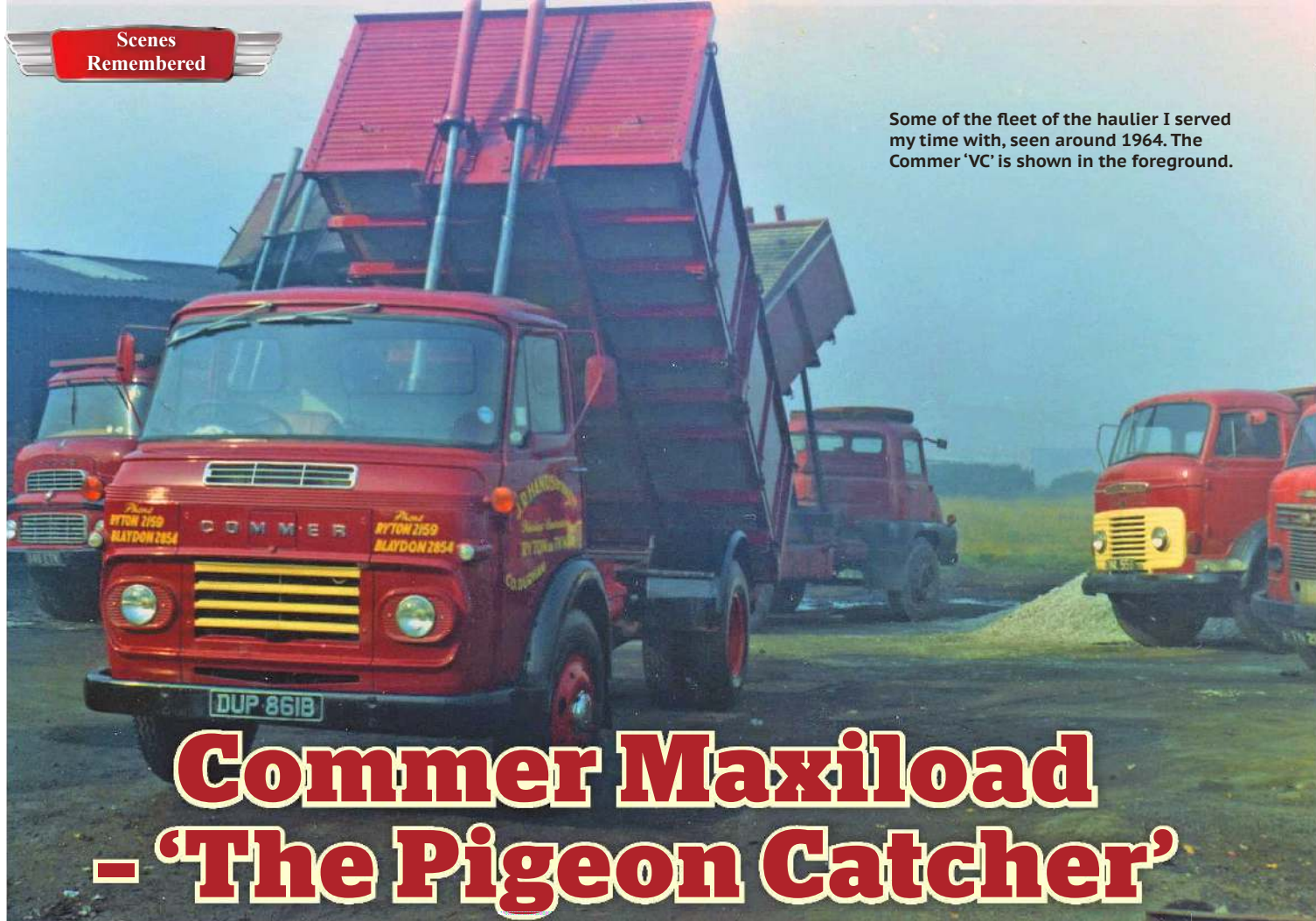
3: A rather grainy, but rare, image of an early post-war Scammell LA or MU tractor and low-loader of one of Wingham Plant Hire, in the dark green livery with golden yellow lettering, hauling a RB19 excavator through North-west London.



4: A restored Unipower, which was still earning its keep with Bernard Patience, when I took this picture about 20 years ago. I came across this vehicle, when on a visit to our Lewes depot where, alongside the Unipower, Bernard had his Bedford S Type timber tractor, and the gang were working on the high bank above the retaining wall, close to the Cuifail tunnel.

5: A nice picture of an ERF KV-cabbed eight-wheeled concrete mixer, in the livery of Stonar Quarry, which had a batching plant just East of Sandwich, in Kent. This company was part of the Wingham Engineering group.

Some of the fleet of the haulier I served my time with, seen around 1964. The Commer 'VC' is shown in the foreground.



Commer Maxiload - 'The Pigeon Catcher'

Norman Chapman remembers working with a well-known type of lorry from the 1960s.

Recent alterations to Construction and Use (C&U) Regulations were like 'Manna from the Ministry' in 1965, especially for four wheeled tipper operators.

The major change was the increase in permitted maximum gross weight, up to 16 tons. The Rootes Group, like all of the other competition, introduced a chassis for this new GVW category, which was aptly named, the Commer Maxiload.

The comparable Commer model prior to this was part of the 'V' range which included the 'VC' model. This wagon was the manufacturer's heaviest 4x2 rigid chassis of the day, rated at 13 tons gross. It had the Perkins 6.354 diesel engine, a four speed Eaton manual gearbox and the CA cab, built by Sankey of Birmingham.

To satisfy every operator, the Maxiload was also available as a 14 ton chassis, known as the 'C' range. The frame and mechanical units were identical, however, although the tyre equipment and the standard single-speed rear axle ratio were different. A two-speed rear axle was an option and the suspension design on the 16-tonner was up-rated. Both versions were available in three wheelbases of 12 ft 11 ins, 14 ft 8 ins and 17 ft 11 ins.



Above: A Maxiload skip wagon in front of a 'VC' model.

The introduction of the Maxiload saw Rootes re-use the stalwart Rootes TS3 three-cylinder, two-stroke, opposed-piston diesel engine. This engine design was over 17 years old, and seen by many as the most unconventional engine used in a British lorry. The Maxi motor was a higher-power version, now named the 3D.215, which gave a maximum net output of 132 bhp at 2,400 rpm. Earlier versions of the engine offered 102 bhp and 114 bhp, with a bore diameter of 3.25 inches. The new version had an increase

in bore size to 3.75 ins, which increased capacity from 199 cu ins to 215 cu ins.

With this increase in bore size and output, there was also a modified fuel pump fitted, to achieve an increased delivery. Other modifications included a larger oil cooler and an increased diameter on the rocker shafts and connecting rods shafts. The timing gear was also brought bang up to date, with new style sprockets, driven by a rubber timing belt. This was instead of the oil-fed chain and gears on the old engine.

Quality in depth

① Power-packed 'TS3' 215 cu. in. (3.52 litres) diesel engine has a high power-weight ratio and produces a sustained torque output over a wide engine speed range.

② Tough, sturdy, fast-shifting – the five-speed synchromesh gearbox is well able to withstand day in, day out hard usage. Six-speed (overdrive) optional.

③ Carbon manganese steel chassis frame with deep-sectioned sidemembers for

enduring strength and big-load support.

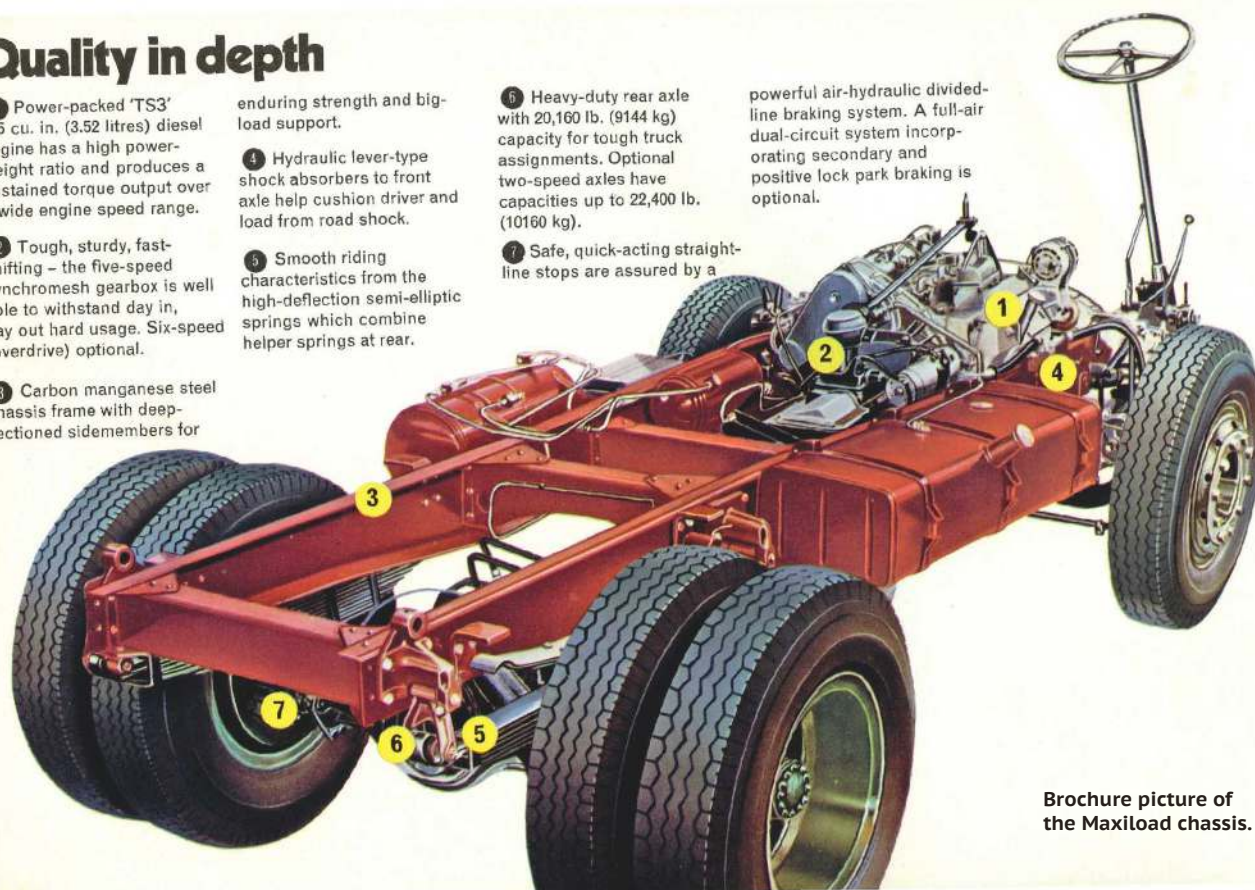
④ Hydraulic lever-type shock absorbers to front axle help cushion driver and load from road shock.

⑤ Smooth riding characteristics from the high-deflection semi-elliptic springs which combine helper springs at rear.

⑥ Heavy-duty rear axle with 20,160 lb. (9144 kg) capacity for tough truck assignments. Optional two-speed axles have capacities up to 22,400 lb. (10160 kg).

⑦ Safe, quick-acting straight-line stops are assured by a

powerful air-hydraulic divided-line braking system. A full-air dual-circuit system incorporating secondary and positive lock park braking is optional.



Brochure picture of the Maxiload chassis.

The cab, used on the 'V' range and the 'CA' range introduced in 1961 was also used on the Maxiload. The twin round headlamps were carried over, but the front wings were wider and a distinctive feature. Larger letters on the Commer badge were also being used. Now called the Luxury PLUS cab, the bulk of improvements were on the inside with a higher level of trim compared with the 'V' cab.

The level of interior fittings and trim

was of a high standard and the cab was well-insulated against engine noise. Lots of padding was used on many of the metal surfaces and also the sun visors. The use of the TS3 motor allowed the cab to have a flat 'walk-thru' floor and the rubber floor mat was foam-backed. The drivers seat was well-padded, with every conceivable adjustment, while the double passenger seat had the same padding for comfort.

Commer hadn't embraced the concept of

tilt-cabs at this point, however, access to the engine was good with hinged covers under the seats. The seats were fixed on these and fitted with hinges so the cushion frame could be raised with the covers. Lifting the driver's seat cover, to check the engine oil, levels of the power-assisted-steering and hydraulic-clutch reservoirs, was simple to do. Lifting the larger cover under the passenger seat gave good access when major work was required on the engine.

Powerful go

① Fuel metering is provided by a distributor-type injection pump with mechanical governor.

② Wet-type cylinder liners contribute to faster, more uniform heat dissipation.

③ Big output alternator prolongs battery life and assures quicker, better, all-weather starts.

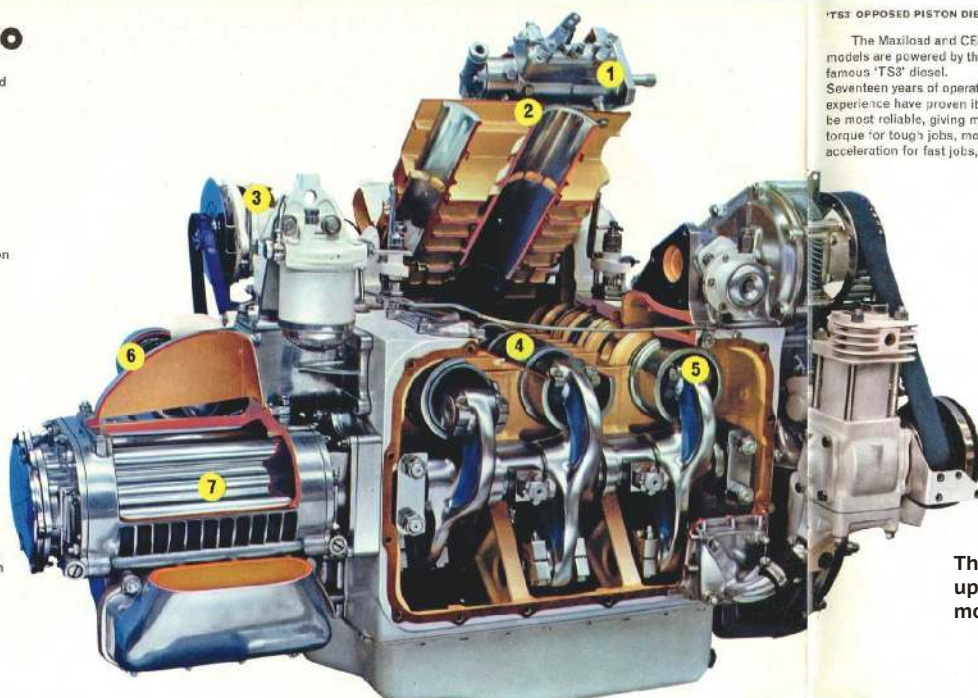
④ Two-cycle opposed piston design produces more power impulses per cylinder to provide an exceptionally high power to weight ratio.

⑤ Opposed piston configuration reduces piston friction, the prime cause of wear.

⑥ Positive pressure lubrication system incorporates a large capacity oil cooler.

⑦ Pressurised air-charge design ensures maximum scavenging and complete fuel combustion at all speeds.

● Chrysler United Kingdom warranty of 50,000 miles or 12 months, whichever occurs sooner.



'TS3' OPPOSED PISTON DIESEL

The Maxiload and CE8 models are powered by the famous 'TS3' diesel. Seventeen years of operating experience have proven it to be most reliable, giving more torque for tough jobs, more acceleration for fast jobs, and

exceptional fuel economy for its power output. This 125 b.h.p. diesel is a three-cylinder, two-stroke engine of 215 cu. in. (3.52 litres) capacity. But by far the most important feature is the fact that each cylinder houses two horizontally opposed pistons. Other features include high power to weight ratio, flat torque curve over a wide range of r.p.m., big output alternator, high efficiency fuel metering and a large capacity oil cooler.

The later TS3 motor was up-rated and had a few modern refinements.

Right: Inside the Luxury PLUS cab.

Drive from the TS3 was through a hydraulically-operated clutch, to a Commer five-speed synchromesh gearbox as standard. Shrewd operators bought the optional six-speed overdrive box, for an extra £30. They also specified the optional Eaton two-speed rear axle option, for an extra £95, which had the bonus of a greater weight capacity, compared with the standard axle. Both would have seen good financial returns in a short space of time. The hydraulic power-assisted steering was through a cam-and-peg steering box and a standard fitment on the wagon.

The brake system was full air on two separate circuits, with Westinghouse supplying all of the components. These included a dual-concentric foot valve and dual-diaphragm chambers. The new C&U Regs required the secondary circuit as an emergency brake system. The control valve-style handbrake would be used in this situation, with the lever held in the fully up position by the driver.

Recent changes to tyre equipment saw the use of 10.00-20 size tyres, with the option of cross-ply or radials. These were fitted to ten-stud wheels, to cope with the 16 tons gvw and this was the reason for the wider front wings.

The basic price of the Maxiload when introduced was £2,455 for the chassis-cab.

Personal Experiences

I have fond memories of the Commer Maxiload, from when I was serving my time as a fitter with a haulage contractor. He operated four or five Maxis on tipper work,

for a Lime Sand Mortar Ltd (LSM) contract in the North East. Sadly, I don't have any pictures of these lorries in LSM or Tilcon livery. If you have any, then the editor and I would love to see them.

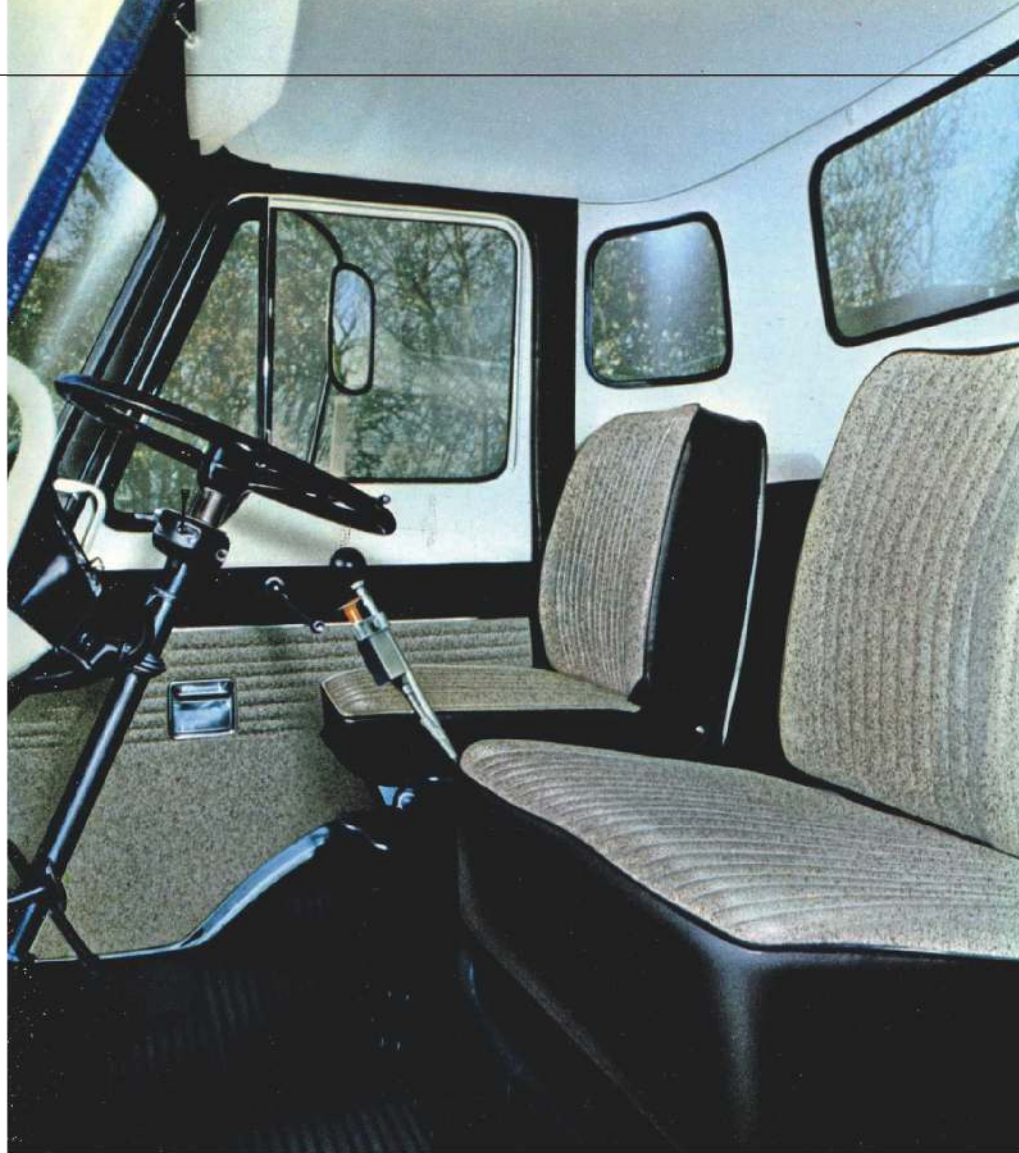
The first wagons were painted in the cream and red colours of LSM and the later ones in

the Tilcon colours. Tilling Construction had owned LSM since 1957, but decided years later on a change in livery colours and Tilcon company lettering.

I remember these wagons to be excellent on fuel, comfortable and very fast, in the days long before speed limiters. One driver told me how much he liked the wagon and how quick it was, saying: "It would catch pigeons". The TS3 motor was always known as the 'old knocker' on tick-over; well, this same driver called his wagon 'The Whistler'. This referred to the noise from the motor when running at full speed.

From a mechanical point of view, we had a few problems with the TS3 engine. Everyone knows that the heart of any diesel engine is the fuel pump. The problem we had with this motor was the lungs – the supercharger/blower. If its drive-shaft snapped, then the wagon was going nowhere and needed to be towed in to the workshop. Luckily, our Maxiloads worked locally, so towing them in wasn't a great problem.

The long driveshaft was driven by the timing gear at the back of the engine and, when the blower was removed, this revealed two probabilities. If the shaft was broken at the splines at the blower end, then using a pair of pointed-nose pliers, the rest of the



Above: The basic Maxiload chassis cab cost £2,455 when introduced. (Richard Stanier picture).

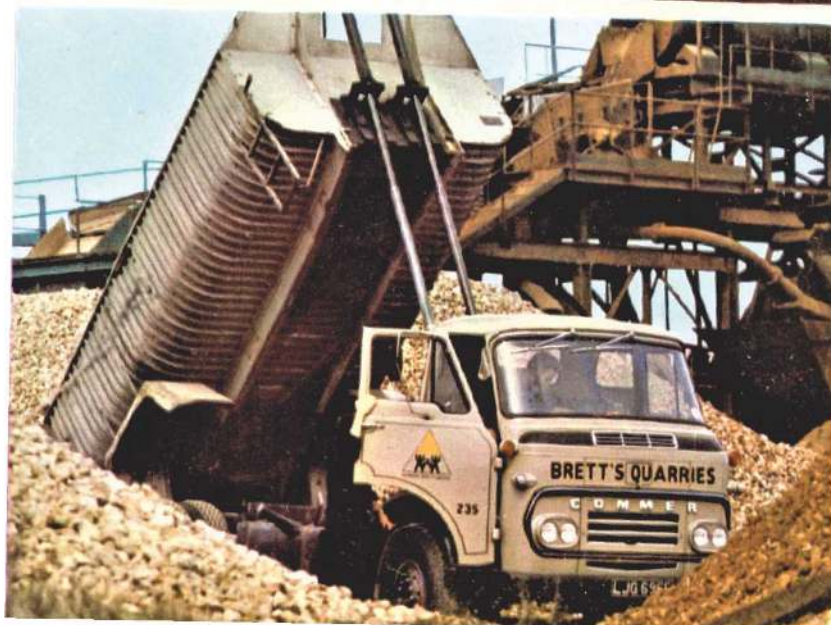


Above: Lime Sand Mortar Ltd door transfer from the quarry from which our Maxiloads worked.

Right: Three Commer Maxiloads with different types of bodies.

shaft could be easily removed from the engine. The broken part in the blower drive gear was usually removed after connecting an electric welder, making an arc with the welding rod and switching the welder off with the rod welded to the broken part of the shaft which was then pulled out. A new shaft was fitted and the blower refitted, making the off-the-road time minimal.

On the other hand, if most of the shaft was still connected to the blower on removal, then it was snapped in the timing gear at the back of the engine. In this instance, I remember trying all sorts to remove the broken bit of the shaft. Like fixing a magnet with electrician's tape on the end of a new shaft, pushing it into the engine and hoping it would stick to the broken bit. The success rate of this method wasn't that good, usually ending up having to remove the belt cover, belt and blower drive gear. This sounded simple, but when the wagon had a tipper body, obviously in the down position, there



Above: A Maxiload tipper, loaded and sheeted.

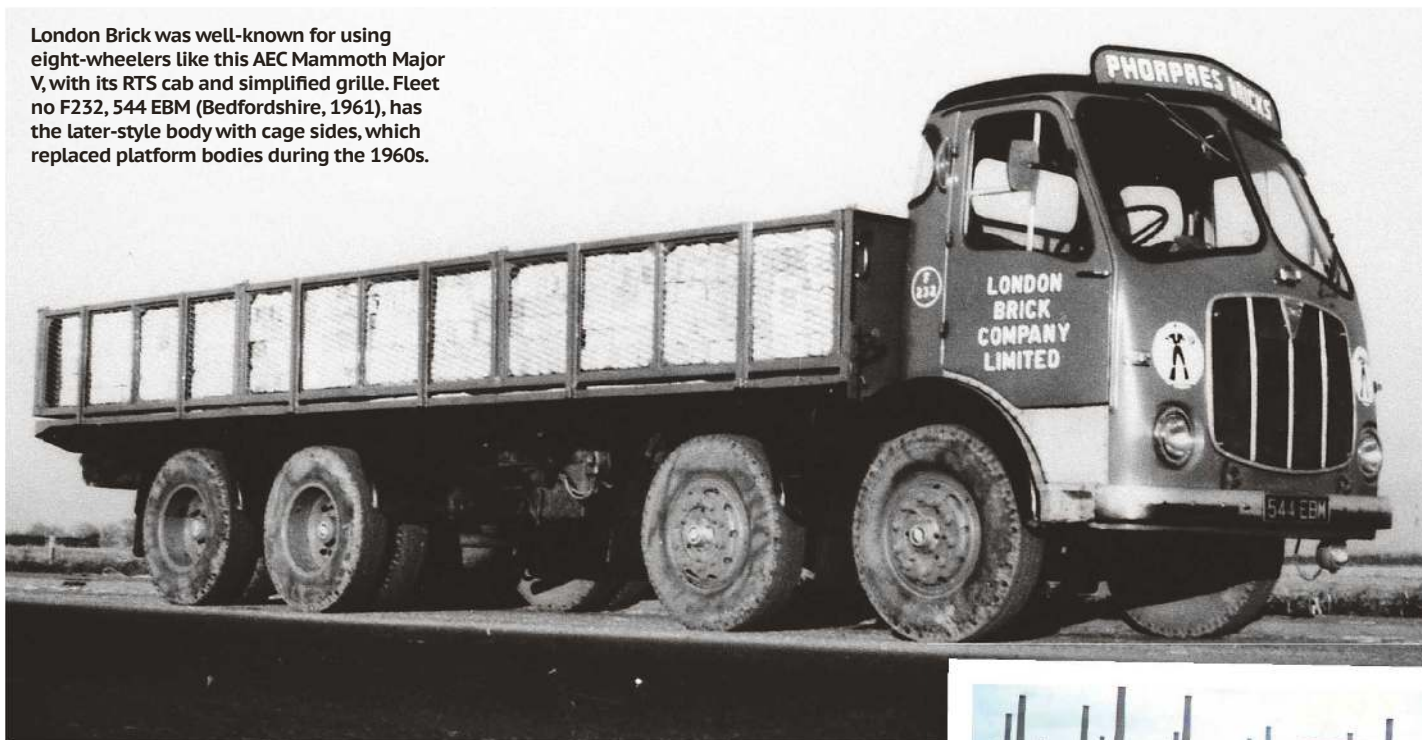
was no access to the back of the engine. However, after repairing a wagon with this problem, the next one was made easier through repetition. I remember using 45 gallon oil drums, one at each side of the front of the body, with jacks to lift the body, so the back of the engine could be worked on. This technique was also used when the timing belt snapped.

With the engine being a two-stroke, there was always a problem with carbon build up. After months of use, an additive was introduced, to be used with the fuel in the attempt to reduce this. I will always remember one pitch-black night, following one of our Maxiloads and seeing lumps of red hot carbon coming out of the exhaust. Once seen, never forgotten...

WELL-KNOWN NAMES

Mike Forbes brings some more pictures of the vehicles in the fleets of some well-known operators.

London Brick was well-known for using eight-wheelers like this AEC Mammoth Major V, with its RTS cab and simplified grille. Fleet no F232, 544 EBM (Bedfordshire, 1961), has the later-style body with cage sides, which replaced platform bodies during the 1960s.



Last month, I said we would bring you pictures of some more of the vehicles operated by London Brick and other well-known companies of the past, which didn't make it into our Road Haulage Archive issue on them, published a few months back. Well, here they are.

The London Brick Company delivery fleet has long had an enthusiast following, as they were seen far and wide across the UK. The company once also sent bricks to London by rail, but has always run a substantial fleet of road vehicles to deliver its products.

The company was set up in 1900, when a developer building houses in London and Peterborough bought a brickyard at Fletton, near Peterborough. 'Fletton' became the generic name for bricks made from lower Oxford clay, with a high carbon content. As a result of mergers and takeovers, LBC gained a dominant position in this market, both before and after the war, when the housing boom increased demand, peaking in 1967. The LBC bricks are marked 'Phorpres', after the presses used to make the individual bricks.

By 1971, LBC had bought out all its Fletton competitors, including Marston Valley



Above: A later AEC Mammoth Major Mk V, AMJ 727C (Bedfordshire, 1965), seen at a later date, after it had been demoted to internal duties at the brickworks.

Brick Company, of Stewartby, Bedfordshire. The business was bought by Hanson plc in 1984 and the Stewartby operations closed in 2008, because of problems with sulphur emissions, although the company headquarters remains there to this day.

Crow Carrying Co Ltd was founded in the early 1920s, by a former industrial chemist, Latimer Crow and his two sons, Herbert and Fred, based in Barking, Essex, although it later moved to Silvertown, closer to many of its customers. The company motto 'As the Crow Flies' was incorporated in its trademark, seen on cab doors and tank ends for many years.

The tanker fleet grew in number and capacity, although its specialised services helped it escape nationalisation post-war. A northern depot, at Middleton, Manchester was also set up at this time. All sorts of liquids, including vinegar, edible oils, acids, chemicals, petroleum products and tar



Above: Another London Brick AEC with an RTS cab was this Mercury four-wheeler, 713 GTM, dating from 1962, probably one of those with air suspension, with its load of hollow bricks unusually sheeted and roped down, when seen delivering in the City of London.

Going back in time, here is a classic pre-war AEC Monarch four-wheeler, fleet no D137, BEW 79 (Huntingdonshire, 1938), in the red and black livery.



Above: London Brick Co also used some drop-sided tippers, like this 1968 Ergo-cabbed AEC Marshal six-wheeler, fleet no E20, KMJ 920G.



Above: This later AEC Marshal, fleet no MES 184, LNK 385P (Luton, 1975), fitted with the 'Selfstak' unloading system on its platform body, has obviously been worked hard.



Above: Looking brand new, this 1970 AEC Marshall six-wheeler, fleet no M67, MTM 987H, has the cage sides, but no Selfstak system.



Above: A later Selfstak-equipped eight-wheeler, fleet no DJS118, BGS 184T (Luton, 1978), was a Gardner-powered Foden S80.

were carried over the years. Special tanks and equipment were provided for different traffics, although the introduction of stainless steel tanks allowed more flexibility.

The company first used AEC lorries, but its success was largely built on articulated Scammell tankers, with which its image is

inseparably linked for enthusiasts. Some of the company's vehicles were painted in customers' liveries. Services were provided to the Continent, under TIR regulations.

The 1970s hit the transport industry hard, with the halving of the Crow fleet to around 100, a gradual swing to continental-made

vehicles and the takeover of the company by the Transport Development Group in the 1980s, merging with Reliance Tankers and Buckley Tankers, under the TDG 'Linkman' brand, eventually being taken over by Norbert Dentressangle in 2011, then US-based XPO in 2015.

Right: A more recent Foden 4250 eight-wheeler, looking ready for re-paint, F264 GGS (Luton, 1988-89), its brick load retained on the Selfstak body by side sheets, under the straps. **Below:** An S39-cabbed Foden eight-wheeler with platform body, fleet no D45, CPD 156H (Surrey, 1970), parked at the brickworks, ready to go. The Surrey registrations, and green paint showing on similar vehicles in other pictures, suggest these were previously operated by Redland, which took over brickworks in that county.



Above: London Brick turned to Volvo for much of its fleet from the late 1970s, like this F86 Selfstak-equipped eight-wheeler, BGS 158T (Luton, 1978).



Above: The F86s were soon followed by Volvo F7s, like this six-wheeled F725, FBM 338T (Luton, 1979), seen between two of the earlier models.



Above: The Swedes didn't have it all their own way as British-built lorries also entered the fleet, like this Seddon Atkinson 300 six-wheeler, HMJ 949V (Luton, 1979), seen with some others of the same type.



Above: Turning to the Crow Carrying Co, let's start with one of the company's classic Scammell 'articulated eights', an LA tractor unit, KEV 962, dating from the end of World War II, fleet no 19, with a classic sloping tandem axle tank trailer. Note the 'petroleum regulations' screen behind the cab.

Right: Another early post-war style Scammell LA/MU with sloping tank trailer, 53 BVX (Essex, 1955), seen in the livery of Hercules Powder Company Ltd, suppliers of powdered chemicals to paper-makers.



Below: With a later style of square-rigged cab and 'box' front wings, but dating from 1947, this Scammell LA/MU, MEV 718, carries the classic full lining-out seen on Crow's vehicle of this type for many years. Note the trailers on either side resting on drums, as they were not fitted with landing legs.





1: Seen when new and unregistered in the mid-1950s is a Scammell MU, fleet no 163, with a similar tandem-axle tank trailer, still typically with no landing legs, as vehicles like this were run permanently coupled at the time.

2: Here is another Scammell MU, 1526 F (Essex, 1957), this time in a contract livery, for Geigy, later part of Ciba-Geigy, the Swiss chemicals and pharmaceuticals company.

3: An AEC Monarch four-wheeled tanker, fleet no 41, WTW 336 (Essex, 1953), finished in ICI contract livery.

4: A later AEC Mercury four-wheeled tanker, this time in Crow fleet livery, including the lining on the cab, fleet no 67, VOO 960 (Essex, 1962).

5: An AEC Mandator artic unit, fleet no 109, UML 435F (London, 1967-8), with a short tandem-axle tank trailer, lettered 'Malt Vinegar'.

6: In the later, mainly white livery with blue lettering, a Gardner-powered Atkinson Borderer artic unit, fleet no 65, OLC 421L, and tandem axle fuel tank trailer – note the 'Hazchem' markings – looking slightly scruffy, next to a Volvo F86 with a general purpose tank trailer.



Above: Bedfords were also used as lighter weight artics, like diesel-powered S Type, fleet no 137, 769 DVW (Essex, 1955), with a single compartment, single-axle tank trailer, seen here with an older Scammell, parked amid building work at the depot.



Above: Another lighter artic outfit, a Morris FFK unit, 5650 EV (Essex, 1959), fleet no 101, again with a single-axle tank trailer.



Above: Offering some continuity with the Scammell LA/MU and Highwayman tractor units in the fleet, Crow had some examples of the Handyman, like fleet no 72, AYF 469H (Greater London, 1969-70), with an earlier-looking tandem-axle tank trailer, still on single balloon tyres.



Above: Among the continental vehicles making inroads into the Crow fleet in the 1970s was this Scania 110 Super, fleet no 92, KGH 736K (London NE, August 1971), seen in the yard with a tandem-axle tank trailer, running at the then maximum weight of 32 tons.



Above: Again, the Continentals didn't have it all their own way, as Crow also had units like this Seddon Atkinson 400, fleet no 23, NMC 566R (London NE, August 1976), seen in the later livery. There are lots more vehicles in these fleets and several more 'Well-Known Names' in our Road Haulage Archive issue, still available from Kelsey Publications.

ONCE A COMMON SIGHT

Mike Forbes has selected a number of pictures of the vans and light trucks we used to see everywhere from the Chris Hodge 'Stilltime' Collection.

It's about three years since we last featured light vans in our 'Scenes Past' section, although some will have appeared from time to time when we've looked at high street shop or food deliveries. While they might not excite our enthusiast senses the way that, say, an eight-wheeler does, they have their place in the 'roadscene' and many of us will remember driving or riding in them in our youth.

At one time, most car manufacturers would also produce a van version of their popular models. For the sake of making some extra rear and roof panels, plus maybe a different diff ratio and so on, these so-called 'car-derived' vans would enable the manufacturer to get a lot of extra mileage – pardon the pun – from each model.

Then there were the larger panel vans, which sometimes used some of the car mechanicals, up-rated for the additional weight to be carried, usually between half a ton and 30 cwt – that's the equivalent of 1.5

tonnes in today's money, for those who've forgotten.

From around this weight upwards, at one time you were looking at a scaled-down lorry chassis – think of the Bedford K Type, Morris LC or Commer Superpoise – until the Ford Transit, then the Bedford CF, came along and changed everything. Suddenly, what was basically a large van, which drove like a car, could carry a substantial load. With twin rear wheels and sturdy suspension, there was a 35 cwt van or pick-up, grossing around 3½ tons or so, which eventually lead to the current 3.5 tonnes cut-off for vehicles to be driven by those with a standard licence.

Here, we're mainly going back further, and looking at vans which you could see everywhere at one time, but would be hard pressed to find these days, even at a classic vehicle rally. Some of these pictures were taken at motor shows, others on test or in service – and a couple at an auction. Those were the days when you could pick up an ex-fleet vehicle for a song...



Above: Another random-looking shot, probably taken on the same day, showing a Ford E494C van, based on the Anglia car of the time, KXW 884 (London, 1949-52), looking immaculate in the livery of Blick Time Recorders, again with a London EC1 head office address and factory elsewhere, no doubt.



Here's a great picture to start with – full of atmosphere. We have a Morris-Commercial J Type 10 cwt van, NUB 65 (Leeds, 1950), which looks pretty new, dating the picture. It belonged to Albac Manufacturing, which made lingerie, with an address in Regent Street, probably the head office. In spite of the registration, it was photographed at 'Brixton Garage' – we can see London Transport RT buses and other traffic passing in the background – being filled with Regent petrol, by the bloke with the smart 'mac', while the driver waits in his seat. (CHC aay 370)



Above: A larger van this time, a Commer 25 cwt, SRF 725 (Staffordshire, 1949), in the livery of Simplex/Creda, the electrical products company, based in Leicester and Birmingham. The doors which slid back into the body and the semaphore indicators on the door pillar are of note, as is the 'streamlined' style of the time. (CHC aay716)



Left: It looks as if this Morris ½ ton van, based on the Oxford saloon of the day, SPC 480 (Surrey, 1952), was just being handed over to Spring Grove, the laundry people, by Blox Services Ltd, which specialised in the contract hire of vans, as well as self-drive car hire. (CHC aay378)



Above: This early Trojan 15 cwt van was on test, on Croydon tradeplates, 133 VB, most likely petrol-powered, before the Perkins P3 diesel became available in this model.



Seen on test, on London tradeplates 044 YP, is a 'Q' Electric Vehicle. This was an unsuccessful prototype battery-powered 20 cwt van, built by a West London company, whose 1949 advert appears in our Road Haulage Archive issue 'Selling Lorries'. Followed by a Bedford OSS article, it was passing Olympia, where queues of people, leaving the 'Ideal Home' Exhibition, are waiting to board the early-1930s London Transport ST bus still running – just. (CHC abe576)

Below: Not really a van, but I couldn't resist this one, having owned a wonderful Standard Vanguard Phase 2 Estate like this one in the early 1970s – 14 miles to the gallon on a student grant, at that time of petrol rationing as well, it had to go, but I wish I had it now! There was, of course, a very similar-looking van, but TVW 530 (Essex, 1952), is pulling a Rice's Pony Trailer to 'the hunt', alongside a Wolseley 4/50 and a Bedford 'O'. (CHC abh494)





Above: An early Commer 'Express' 10 cwt van, based on the Hillman Minx of the time. EAN 376 (West Ham, 1951), was in the livery of Ray Powell Ltd, the Rootes Group Main Dealer. (CHC abj854)



Left: A later model van from Commer, an example of the smaller 7 cwt Cob, 718 ANM (Bedfordshire, 1960), seen on test on the A6, passing the 'Star & Garter' in Silsoe, Bedfordshire, still there although surrounded by housing and by-passed.

Below: Another Commer on test, note the fuel container on the bumper, above the tradeplate 210 NM – this time the 25 or 30 cwt 'BF' forward control van, which replaced the earlier type, like the Simplex/Creda van, and preceded the 'Walk-Thru'. The location is recognisable from the 'Button Bros' outfitters shop, the building is still there in George Street, Bedford. (CHC aay151)



Right: Some views now from the 1959 Earls Court Commercial Vehicle Show. Here is the Morris ½ ton pick-up, based on a later model Oxford saloon than the Spring Grove van seen earlier. Rare and sought-after by enthusiasts these days, it would cost a lot more than the £516/10s plus £83/18/6 purchase tax (in primer) quoted by the signwriting. (CHC aaz389)



Left: It looks as though there was some co-ordination of the British Motor Corporation companies' colour schemes, as here on the Austin stand we see a similar livery on an Austin 102 'Omnivan' 15 cwt – equivalent of the Morris J2.

Below: Another van which appeared with Morris or, as here, Austin badges was the LD. Here is a 30 cwt example with the higher roofline and a BMC Diesel badge, in Austin Motor Company livery. Like most vans of the day, the doors slide back inside the body panels. (CHC aaz412)





Bedford's offering in the panel van market, as seen at the same show, was the CA, available for a 10/12 cwt payload in primer at £435, plus £77/18/9 purchase tax, with a 15 cwt version, factory paint and fog lamps, as seen, as optional extras. This must have been the last time the CA was shown with this original style grille panel... (CHC aaz411)



Left: Perhaps a most unlikely commercial vehicle, seen at the same show, was available as a 5 cwt van or pick-up, as seen here, based on the Reliant Regal three-wheeler. Not the most robust of vehicles, but it would certainly be economical for small local deliveries and could be driven on a motor-cycle licence. (CHC aaz398)

Here is another Commer on test, on those Bedfordshire 210 NM tradeplates again, the smallest version of the Superpoise, a 1½ ton pick-up, powered by the Humber Super Snipe six cylinder petrol engine, seen showing its off-road capabilities. (CHC abf153)



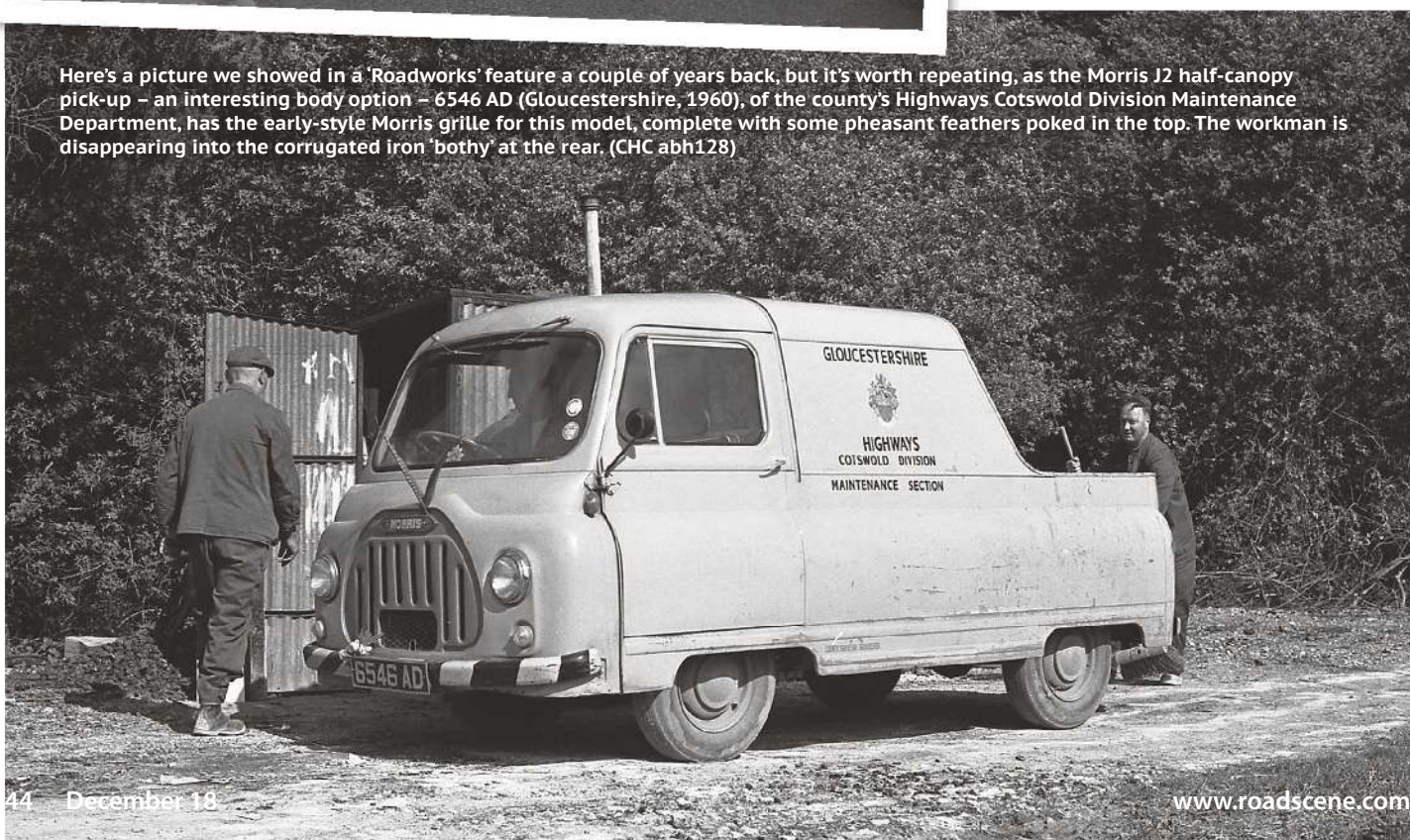


Above: Here's a view from a dealer show, with a whole range of options from Austin, with an example of the popular ½ ton van, as the literature described it, based on the A50 Cambridge saloon. This one has the original-style grille, and has been fitted with side windows and a rear seat conversion. Other Austin models, including a 101, a 'badge-engineered' Morris JB, to the rear. (CHC abf068)



Left: A fine mid-1960s London view, with the works for the Underground Victoria Line in the background. We can see, from right to left, the rear of a Bedford CA minibus, a Ford Thames 15 cwt 400E, its pick-up body converted to a box van, a Volkswagen Type 2 van, known as a 'Splittie' by fans these days, 300 FGU (London, 1963), with signwriting for VW Motors Contract Hire – I sense another theme developing here – with a Bedford TK and a Commer Walk-Thru in the background on the left. (CHC abg555)

Here's a picture we showed in a 'Roadworks' feature a couple of years back, but it's worth repeating, as the Morris J2 half-canopy pick-up – an interesting body option – 6546 AD (Gloucestershire, 1960), of the county's Highways Cotswold Division Maintenance Department, has the early-style Morris grille for this model, complete with some pheasant feathers poked in the top. The workman is disappearing into the corrugated iron 'bothy' at the rear. (CHC abh128)





Above: An interesting line-up of vehicles at a country auction: from left to right, a Commer BF, an Austin LD pick-up, an ex-Milk Marketing board Fordson 4D, three more LDs, vans this time, with an Austin K Type lorry between and an Austin A35 van at the end. There's a glimpse of some fascinating plant in the background... (CHC abh072)



- 1:** About to go under the hammer, we see Lot 657, a Ford Thames 400E 10/12 cwt van, 319 CLK (London, late 1961), probably more recent and certainly in better condition than the others, with an older Fordson E83W pick-up in the background. (CHC abh075)
- 2:** It looks as if this Austin-badged J4 van, 291 LOM (Birmingham, 1964), has just done a braking test on a quiet country road. Even the testers seem to have been enjoying travelling with the sliding door open, although overcoats were the order of the day. (CHC abh737)
- 3:** Another case of 'badge engineering', with a Peugeot Talbot long wheelbase high roof 3.5 tonne panel van, seen in the commercials section of the 1983 Motor Show at the NEC, where the same type of vehicle appeared as a Fiat as well. (CHC abg795)
- 4:** At the same 1983 show, here's an example of the 'Twin-Wheel' Ford Transit Mk 2, but a rather unusual 14-seat bus, with an 'SVO' (Special Vehicle Operations) four wheel drive conversion. (CHC abg819)

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EX-WORLD WAR II MILITARY VEHICLES ON THE FAIRGROUND - PART 9

OTHER AMERICAN MAKERS

Dick Furniss concludes his round-up of ex-military vehicles used post-war by showmen.

We have previously featured what were by far the most common American-built World War II vehicles to feature on British fairgrounds in the years following the end of the war, namely FWD Su-Coes, Macks and Diamond Ts. We now feature in alphabetical order the other American marques, examples of which were acquired by fairground operators, although in far fewer numbers than the aforementioned three makes. With some seven manufacturers involved, I will just give short descriptions of the models involved.

The Autocar Company of Ardmore, Pennsylvania supplied around 11,000 of its U-7144T 4/5 ton tractor units, plus some 2,700 of the similar but longer wheelbase U-8144T models, to the military during the war. They were powered by a 112 bhp six cylinder petrol engine, driving both axles through a five-speed gearbox and two-speed transfer box, giving a top speed of around 40 mph. These vehicles were normally fitted with a fifth-wheel for pulling semi-trailers. Although most of this



Above: Named King Kong, this Autocar U-8144T, registered GBA 167 (Salford, 1953), was used by Silcock Bros of Warrington with the Swirl or Skid ride. Unusually it does not appear to carry a generator in its rear body.

production was sent to Europe during the conflict, I am only aware of two examples entering showland, though they were possibly more popular with Continental showmen.

The Chevrolet division of the General Motors Company supplied many thousands of trucks of various types to the Allies during

World War II, although very few appear to have entered showland after the war. One exception was a 1941 Canadian-built Model 4103 military cargo truck with a Thornton double-drive rear bogie, which was originally ordered by the French Government but diverted to the UK.

The Corbitt Company was founded in the late 19th Century in North Carolina, and began building trucks in 1910, eventually supplying, among others, over 3,200 heavy-duty Model 50SD6 prime movers for the US Army during the war years. Rated as six-tonners, they were powered by a six cylinder Hercules petrol engine and had 6x6 all-wheel drive.

Trucks to this same basic design were also made by the Brockway, FWD, Ward La France and White companies. Usually fitted with a cargo body, they were quite capable of towing heavily-laden trailers which obviously made them suitable for fairground duties, although I believe only a couple of examples were operated by showmen after the war.

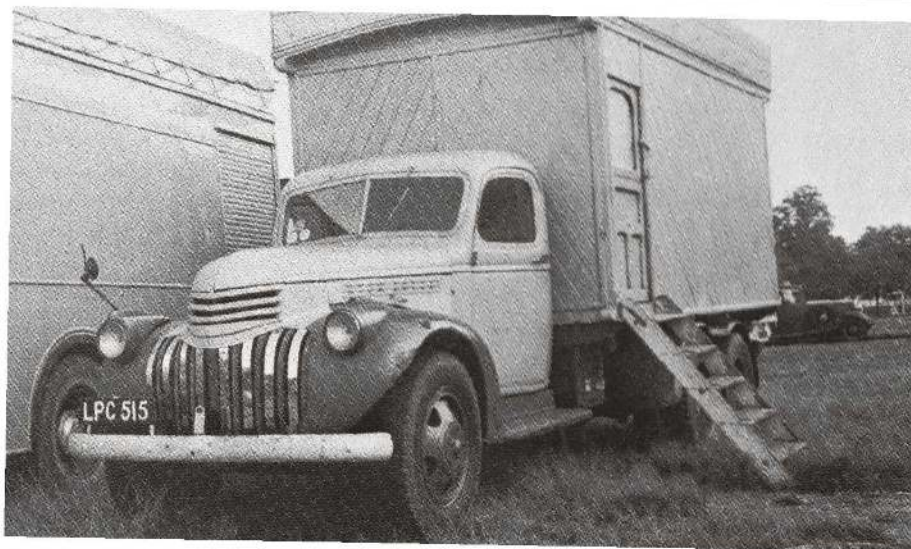
The Detroit-based Dodge company was set up by brothers Horace and John Dodge in 1900. After early beginnings manufacturing precision-built components for other companies, they eventually started building



Above: Possibly the only other Autocar operated by a British showman was this example, KWA 506 (Sheffield, 1947), owned by Henry Armstrong and used to transport and power his Noah's Ark ride.

their own brand of motor cars before adding trucks to their range. Following the deaths of the brothers, the company passed into the hands of the Chrysler Corporation, but continued using the Dodge name. Between 1942 and 1945, the company built over 400,000 vehicles in total for the war effort. I am aware of two 3 ton VK-62B chassis, ex-RAF crew coaches entering fairground service as living-vans after the war, plus a semi-forward control Dodge Canadian, but no doubt there were others.

Very similar in specification to the Autocar U-7144T was the Model 94X43 4-5 ton capacity 4x4 tractor manufactured by the Federal Motor Truck Company of Detroit,



Above: Photographed on Wimbledon Common in 1951, this Chevrolet 4103 model was fitted with a Thomson double-drive rear bogie. Notice the herringbone-boarded body and greedy-boards. Judging by the steps and windowed door, there were probably sleeping-quarters in the front of the body. Unfortunately the owner of LPC 515 (Surrey, 1947), is unidentified.



Left: Forrest's Fun Fairs of Kent operated this Corbitt 50SD6 model during the 1950s. It is seen here with the Skid loads on Faversham Rec' in September 1955.

Right: Possibly the same Corbitt as seen in the previous photograph, although if so, it had been re-registered as WYU 341, a London registration not issued until 1959. The tractor was photographed in the ownership of Robert Bailey at Deal Regatta in September 1959.

Far right: This tractor, GBC 425 (Leicester 1949) belonging to Brett Bros, has been variously described both as a Corbitt and a White, which is it? It is seen here lettered for the Lightning Swirl ride at Southall, Middlesex in April 1957.



Left: This Dodge VK-62B ex-RAF crew coach was being used as a living-van, when spotted at Oxford in 1952, carrying a 1946 Norwich registration. I believe well-known showman and model-maker, John Eva's father also owned a similar vehicle.

Michigan. Built with either a fully-enclosed or open-topped cab, it could be readily identified by its more rounded nose, although in other aspects it was virtually identical to the Autocar. Unfortunately I only know of one such Federal tractor entering fairground service.

The General Motors Company was founded by William Durant in 1908 and began building trucks four years later. During the war, the company became the largest producer of military vehicles, some 580,000 in total, but I am only aware of one entering showland after the war, although this particular example was possibly misidentified as a Reo by the photographer in 1952. Is anyone able to confirm this? I believe the vehicle in question was a GMC AFKWX cab-over-engine model, powered by a six cylinder Chevrolet petrol engine, powering the double-drive rear bogie. This particular truck was fitted with the earlier civilian-type fully enclosed cab, but later examples were supplied with canvas-topped cabs.

The American White Motor Company was founded by Thomas White in 1900. Based in Cleveland, Ohio, the company started by building cars and agricultural tractors before branching into truck building soon after the World War I, quickly gaining a reputation for the toughness of its products. Consequently, with the advent of World War II, the company was commissioned to supply the allies with a variety of trucks, including half-tracks. A relatively small number of

Right: Outwardly similar to the Autocars seen previously, this well-lettered Federal tractor, KBC 684 (Leicester, 1953), belonging to William Barker, is seen here with the Noah's Ark loads, on Rugby Cattle Market in September 1959.



Above: Hampshire showman, Albert 'Butcher' Griggs apparently used this semi-forward control Canadian Dodge, JAA 203 (Southampton, 1950), alongside his Diamond T tractor.



Whites ended up in the hands of travelling showmen after the war, and consisted of two types. The most common, although I believe possibly only five of these entered showland, was the White-Ruxtall Model 922. These were originally built as 18 ton 6x4 tank transporters for the British forces during the North Africa campaign. Originally fitted with Hercules petrol engines, at least two, those belonging to Bernard Cole, were retro-fitted with Gardner 6LW diesel engines, as can be observed by the extended bonnets. In common with the other fairground White-Ruxtalls they also had their chassis shortened and were used as drawbar tractors as opposed to their original use as longer wheelbase load carriers.

The only other White tractor used on the fairground was the Model 666 (6 ton, 6 wheels, 6 wheel drive). This heavy-duty tractor was powered by a six cylinder 165 bhp petrol engine and was similar to the Mack NM, which was much more popular with showmen, as I only know of possibly two White 666s entering showland, as



Left: Although identified by the photographer as a Reo Speedwagon, could this Luton-bodied lorry possibly be a GMC AFKWX model? It is seen here with owner George Brewer's living-wagon, in readiness for the Alcester, Works Mop fair in October 1952.



Above: Southampton showman, Bernard Cole used two White-Ruxtail 922 ex-military tank transporters to haul and power his rides. 'Masterpiece', GEL 614 (Bournemouth, 1946), is pictured here, at New Milton in August 1965. Note the large searchlight and also the elongated bonnet to accommodate the Gardner 6 LW engine.



Above: 'Masterpiece' is seen here having been fitted with a box-body and new paint scheme at a later date, possibly at a late 1970s Great Working of Steam Engines at Stourpaine Bushes in Dorset.



Above: Bernard Cole's second White-Ruxtail 'Morning Star', KEL 500 (Bournemouth, 1950), photographed with the Waltzer loads – date and location unknown.

Right: A rear view of 'Morning Star' taken at Christchurch Park, Bournemouth in July 1968 showing the two lighting-sets with Bristol and Scammell radiators. There only appears to be a single wheel on the leading n/s rear bogie.



Above: 'Morning Star' seen out of service in Cole's winter quarters, possibly some time during the 1980s. Both of Cole's White-Ruxtails carried various bodies and liveries during their long working lives, with at least one of them still in use in the early 1980s.

Right: A Lancashire showman used this White-Ruxtall during the 1950s and '60s. FWY 185 (West Riding, Yorkshire, 1951), is seen here with a Mollycroft-roofed living-wagon in tow. Notice the extra headlights. I believe this tractor was later sold to Bernard Cole for spares.

Below: Wroot Bros' White-Ruxtall DFW 683 (Lindsey, Lincolnshire, 1946), seen at Lincoln April Fair in 1967. This tractor travelled with the Ben Hur Noah's Ark and Supercar Dodgems until some time in the 1970s, when it was laid up in a field. Is it still there, I wonder?



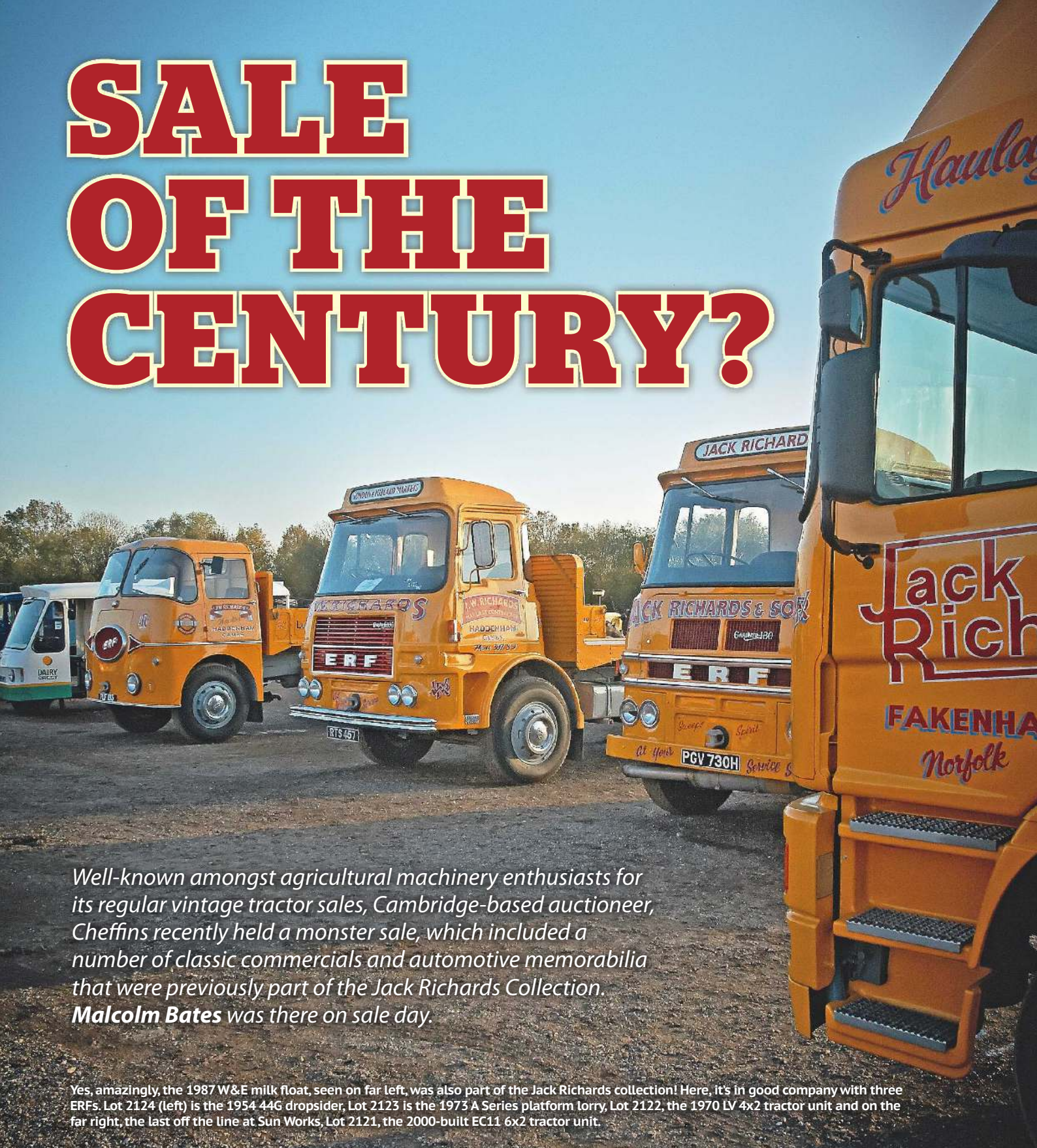
opposed to around 100 of the Mack model.

This concludes this series of articles on ex-military World War II vehicles on the fairground. There is no doubt that the use of such vehicles changed the face of fairground transport in a positive way, with showmen benefitting from the acquisition of a relatively cheap form of transport, ideally suited to their needs, at a time when the use of steam power was coming to an end. There is no doubt that, together with civilian-type Scammells and possibly a few others, the use of ex-military lorries dominated the heavier end of the fairground transport scene throughout the 1950s, '60s and into the '70s, until they were gradually replaced by more modern ex-road haulage types.



Above: Lancashire showman, Walter Green purchased this White 666 for just £80 in 1948. Carrying the nameplate 'His Lordship' and registered CWH 28 (Bolton, 1948), it was identical to the Corbitt model which was built to the same design. The White is seen here at Farnworth in September 1958, when it was nearing the end of its fairground service.

SALE OF THE CENTURY?



*Well-known amongst agricultural machinery enthusiasts for its regular vintage tractor sales, Cambridge-based auctioneer, Cheffins recently held a monster sale, which included a number of classic commercials and automotive memorabilia that were previously part of the Jack Richards Collection. **Malcolm Bates** was there on sale day.*

Yes, amazingly, the 1987 W&E milk float, seen on far left, was also part of the Jack Richards collection! Here, it's in good company with three ERFs. Lot 2124 (left) is the 1954 44G dropsider, Lot 2123 is the 1973 A Series platform lorry, Lot 2122, the 1970 LV 4x2 tractor unit and on the far right, the last off the line at Sun Works, Lot 2121, the 2000-built EC11 6x2 tractor unit.

It's easy to treat big numbers in a nonchalant fashion: 2000 lots for sale... Some £1.3million realised... Next to no change out of a Tenner for a plastic cup of tea and a bag of chips... But the simple fact is that the Cheffins machinery sale facility at Sutton, near Ely in Cambridgeshire, is one of the few places in the UK capable of handling an event on the scale required to handle that number of lots and potential customers on the day. And

on the day? Well, I visited the site the day before the sale to photograph all the lots before they were surrounded by potential punters and again on the actual auction day, when they were. In fact, the whole site was heaving with enthusiasts, not only from this country, but judging by the assorted foreign number plates in the car park, from Europe as well, as many of the lots – especially the classic agricultural tractors – have an international following.

But most were there for just one thing: Jack Richards' life in road transport and his impressive collection of restored classic commercial vehicles was a story well-told in the glossy 100-plus page colour sales catalogue – which I'm guessing will itself become something of a collectors item in future. But that said, it's worth running over some of the key aspects of the great man's life to put the sale in context...

Today, the smart, bright yellow trucks of



Blast from the past? Lot 2114 was a Bedford O Type, representing the very first lorry purchased and operated by the man himself as an owner-driver. 'GCT 311' started life in Grantham and had many owners before the Richards family purchased and restored it in 2004, into the grey and red livery in which Jack Richards intended to paint his fledgling fleet.

the Jack Richards fleet are a regular sight on our poorly maintained and overcrowded motorways. But things could have turned out entirely differently. Having left the RAF after the end of the war (when he was an airframe fitter on bombers), Jack got a driving job with Greenwoods, the owner of St Ives Sand and Gravel. After that, there were several other jobs, including a stint at British Road Services for a short while. So it wasn't until 1956 that Jack finally got into the transport business on his own account, when he purchased a second-hand 1948 Bedford O Type from a local builder for the princely sum of £150!

Things must have gone well, however, as in next to no time, he had traded in the old O Type for a newer – but still second-hand – Bedford S Type, purchased for £470. It



Above: Visitors and potential punters queue up to get into one of the indoor sales rooms as the sale starts...

Left: Another blast from the past? Lot 2115 was a 'recreation' of the Bedford S Type that Jack Richards purchased as a replacement for his first Bedford O Type. This ex-AFS dropsider was repainted in the 'Lucozade Yellow' of the original. Why yellow? Because Jack's wife Glad liked it and said it was more distinctive than the grey and red Jack chose. She was right!



seems the ability to put together a good deal was a skill he had from the start, as the old O Type was valued in part exchange for the S Type at £180 – thirty quid more than he'd originally paid for it!

There is an amusing 'Lucozade' twist to the story which, as it came from the family, we must assume is true. The O Type was painted grey and red, the colours Jack chose for his fledgling transport business.

Right: Here is the grey and red livery in which Jack Richards intended to paint the Bedford S Type. In this case, it has been applied to a Seddon Mk 5 6 ton platform lorry – significantly, claimed to be the second oldest surviving Seddon in existence.

Below: That bright Lucozade yellow livery positively glows in the afternoon sun as Lot 2118, the 1963 ERF KV (registration number 2865 VT) awaits its new owner on the day before the sale. It was originally operated with a draw-bar trailer and used to deliver baths and sinks in the Stoke-on-Trent area. The chances of it being returned to that condition? Unlikely, sadly.



But the S Type was ex-Lucozade and of course was still painted in the original bright golden yellow. Jack was intending to repaint it, but his wife Glad persuaded him to keep it as it was. From then on, all Jack Richards wagons were finished in the yellow we see them in today!

By 1962, the Haddenham-based Jack Richards fleet had reached 30 vehicles and a produce-packing operation was founded. By the early 1970s, when Jack's son Anthony formally joined the business – and the company name was changed to Jack Richards & Son Limited – another depot was opened in Fakenham. More depots in Wisbech and Northwich, Cheshire were also opened. Today? The Jack Richards fleet numbers over 260 tractor units and 500 curtain-sided trailers.

THE PAST VERSUS THE FUTURE

That's the back story. So why the sale? Sadly, Jack died in 2014 at the age of 90, and since then, visitor numbers to the dedicated museum that housed the collection have tailed-off. The good news is that this thriving business is still British family-owned and expanding. But that's also part of 'the bad news' it seems, as there is no longer spare room available for 'The Past'. As a result, the Richards family took the decision that it was better for the

collection to be sold, so the vehicles will hopefully be seen and enjoyed by a wider audience.

That was the plan. So how did things go on sale day? Amazingly well, it seems, as all the major lots were, according to Cheffins "completely sold out", realising a gross total of £147,658. Star of the sale from a

monetary aspect was Lot 2123 – the two-axle ERF A-Series flatbed lorry that sold for £22,000, while Lot 2119, the 1946 Seddon Mk5 6-tonner sold for £14,000. Significantly, this was said to be the second-oldest Seddon in existence. For those interested in other 'landmark' vehicles, Lot 2121, the EC11 tractor unit complete with registration ERF 999Y, had a much sadder significance being, it was claimed, the very last 'proper' ERF built at Sun Works in Sandbach, prior to the takeover and unseemly 'Blitzkrieg' by MAN. Built in 2000, it was purchased new by Jack Richards and ran-up over 600,000 'clicks' while in service. It was retired in 2005, when it was treated to a full re-spray and given the '999' registration. It sold for £20,500.

THE STATE OF THE MARKET

So how should we put these figures into context? Is there a trend here that owners – and potential purchasers – of classic



Above: Less glamorous than the later chassis with the KV cab perhaps, but nonetheless, this early post-war C15 has a claim to fame, being the first new diesel-engined lorry on the Isle of Wight! The original owner was C B Yates & Sons. It then ended up as a breakdown wagon in the Southampton area. It was then burned-out, restored and restored again to Jack Richards' exacting standards in 2013.

commercials need to be aware of? And will we be seeing Cheffins taking the lead and holding more sales of classic commercials alongside the tractor sales in future?

The man to ask is director of Cheffins, Jeremy Curzon: "We have always taken a keen interest in classic commercial vehicles and will continue to offer them within the vintage sales. Remember, we have recently sold the Cooper Collection, Compton Collection and now the Jack Richards Collection of vehicles, which has helped to cement Cheffins as the go-to auctioneer for collectable commercial vehicles. Previously, classic commercial vehicles have tended to be sold through classified adverts and it is very noticeable that there are not any



The Jack Richards Collection wasn't the only 'Heritage Fleet' on offer at Cheffins. This little Morris 'Z' panel van from 1948 (Lot 2110) and the Fordson E83W 10cwt dropside truck behind (Lot 2111) were part of the Derek Cooper collection from nearby Red Lodge near Newmarket. The Morris made £6000, the E83W a strong £8500.



Potentially one of the nicest classic commercials at the entire event was JAC 586, this 1949 ERF 'Chinese Six', Lot 2137. Powered by a five cylinder Gardner diesel, prior to ownership by Cooper, it was in the livery of H Victor Harvey, of Hurstpierpoint in Sussex. Oddly, it didn't sell.

dealers within this market. This is partly why the majority of these are now coming to auction to achieve the best price, rather than being sold privately." So how does Jeremy see the future? "We have seen that examples from the 1980s and 1990s are

now finding a collectors' market as they climb out of the second-hand market and are set for restoration. They are now making higher prices," he adds.

So were there any other treats worthy of note? How long have you got? As might be

expected, there were several reminders of Jack Richards' past in the sale including a red and grey Bedford O Type – this one (Lot 2114) being in far better condition than the ex-builder's lorry Jack purchased back in 1956, no doubt! And yes, there was also Lot 2115 – a 'body double' of that original bright yellow ex-Locozade Bedford S Type as well! Fitted with a Bedford 330 engine. This immaculate ex-AFS dropsider sold for £8,500. My fave? A tough one to call.

Out of the Jack Richards collection, lot 2124, an early ERF 44G with Gerald Broadbent-designed KV cab, was a dead ringer for the Corgi Toys diecast models in my childhood fleet. Had I won the lottery, I'd have bid on it, then wrestled with the ethics of repainting in the two-tone blue and white cab roof of the 'Bates Roadways' fleet that once only existed in my toy cupboard. The 'right thing to do' of course would have been to either leave it alone (it was beautiful), or repaint it back in the livery of the original operator, the Gestetner company of printer fame. It sold for £13,000.

But, as my pictures will hopefully illustrate, there were plenty of other temptations on the day as well...



Above: The rear view of 'JAC' confirmed just how lovely – and period correct – that timber dropside body was. And just look at those flared mudwings. Are they a thing of beauty or what? The Cooper collection also included Lot 2135, a classic SWB Bedford O Type tipper, registered PHW 364 (previously on display at the former Shildon Museum) and Lot 2136, a nicely-restored 1936 Foden DG4, VY 8299, which was formally owned by Joe Dean & Sons of Greetland.



Above: Classic Ford fans weren't sold short either. Lot 2143 was a circa 1948 Fordson '7V' dropside, said to have been based in Cambridgeshire since new. Without documentation, it sold for £8500.



Above: This 1950s Austin 'Loadstar' was what might be called 'an older restoration', but looked sound. Sold without documentation, it's dark maroon paint did it no favours. It was one of around 20 classic commercials at the sale that were not part of the Jack Richards collection.

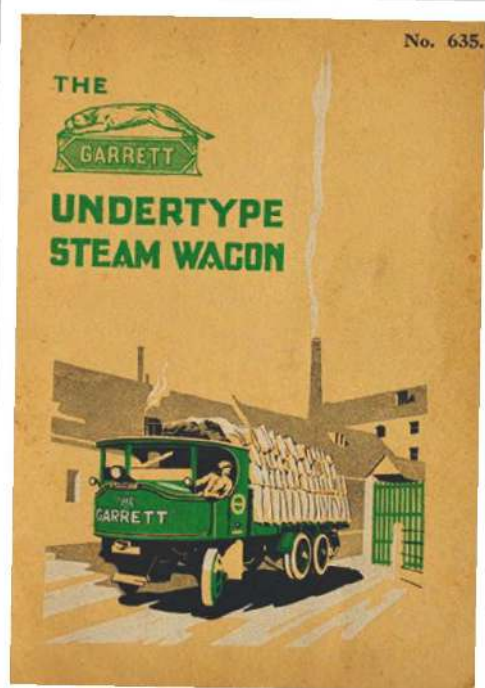


Above: Here's an absolute gem. Hardly in tune with the 'Trentham Gravel Co' livery, this 1964 Austin FHK140, with high dropside body, was just asking to be repainted in the same colours featured in the artwork on the period BMC sales brochures. Down-rated to 7.5 tonnes, so it could be driven on a normal car licence, it sold for just £6,800.



Above: Dinky Toys fans look away now, you missed the real thing! This is what Cheffins is famous for – line upon line of classic tractors for sale. Some, like this Field Marshall, were in cracking condition. Others? Just a pile of bits!

Right: Lot number 'z5' in one of the indoor memorabilia sales (there were FIVE sales being conducted at the same time on site!) was this pristine sales brochure for the Garrett undertype steam wagon. It sold for £85.



Above: Models of Jack Richards trucks were also auctioned. Here is just a small selection.



Above: And finally? What chance of finding a Leyland Two Tonne for sale? The Cheffins sale had one – albeit, needing some love! It sold for £850!

***For more information on upcoming Cheffins sales of classic vehicles, agricultural tractors, plant, parts and memorabilia for 2019, visit www.cheffins.co.uk. A full list of prices realised at the sale can be found on: <https://machinerysales.cheffins.co.uk/m/view-auctions/catalog/id/448>**

Rally Round-up

Weeting Steam Rally

Held on the Norfolk-Suffolk border on July 20-22nd, this rally was another to celebrate 50 years in 2018.

Mike Gosling sent us some pictures of the vehicles attending.



Above: This 1959 Gardner 150-powered ERF double-drive ballast tractor, RDB 22, is now owned by B A Easton.



Above: A Bedford MW army truck, registered 170 UXT, which has been very authentically restored.



Above: A Bedford M Type platform lorry, FTM 260 (Bedfordshire, 1947), kitted out as a coal lorry in Charringtons livery, next to a 1959 Austin FFK, VDW 869.



Above: Star of the show for Mike was this 'barn find' 1932 Morris-Commercial, off the road since 1953, revived with new tyres, exhaust and electrics just three weeks before the show. A Wisbech owner's name can be made out on the door.



Above: Seen at the North Norfolk Railway, an Austin K2 Auxiliary Towing Vehicle, GLC 988, with another K2, a dropside, HKE 401 in Midland & Great Northern Railway livery and a Thornycroft breakdown tender.



Above: At the Great Yarmouth Festival of Wheels on 8th July, this Bedford SB/Duple Super Vega, WLO 685, of Spratts of Wrenningham, was running free services around the town.

Classic Van Show

Peter Simpson, Editor of *Classic Van & pickup*, reports from the major classic LCV show of the year, the *Classic Van & Pick-up Show* at the British Motor Museum, Gaydon, on August 4-5th

As the major light-van-specific event of the year, this show is always well-supported by enthusiasts. The central-ish location two minutes from the M40 helps, of course, and the British Motor Museum itself is also a major draw. There is always something new happening to improve the 'visitor experience', this year the hard-standing is being extended for more space for future shows.

The show also hosts the annual gathering of the Ford Transit Club; 'Transit People' start arriving on Saturday afternoon, with a few other van owners, and the club sales tent is open with various spare parts suppliers. This remains for the Sunday and the main event.

British Motor Museum Shows Manager, Tom Caren said he was "very pleased", with some ideas "under consideration" to make next year's show even better.



Above: Late and early-ish van pairing among the many Minor LCVs at the show.



Left: The Gaydon van show also hosts the annual rally of the Ford Transit Owners Club. One of my favourites had to be this early (1966) camper, proudly shown by owner Stuart Waldron.



Above: Andrew Eldis from Wainfleet, Lincolnshire, and the 1962 Ford Thames 300E van which he has owned for 25 years.



Above: The Standard Motor Club's display of Standard-derived LCVs included Sabina Rossi's unrestored and remarkably original Leyland 15 van – the Leyland 15 and 20 being, effectively badge-engineered developments of the Standard Atlas van produced from 1962 following Standard/Triumph's acquisition by Leyland in 1960. By this point the original 948cc Standard 10/Triumph Herald engine had been replaced by the 'rather more appropriate' 1670cc unit used in the Standard Ensigen.



Above: John Myrtle was there with one of his four liveried Bedford HA vans, which are still used commercially. Dating from 1972, this is the oldest of the quartet.



Above: Star turn on the Post Office Vehicle Club stand was Steve Knight's ex-Royal Mail Rover Maestro van, a recently-completed restoration and the only known survivor from a batch of 70 bought in 1987 for trial purposes. Sadly, this van was stolen and damaged when used in a ram-raid just two days after the show. Repairs are, however, now underway.



Above: Lovely 1984 Bedford CF – sadly we were unable to track down the owner of this one, but whoever you are, it's a credit to you!



Above: 1950 Girder Fork Reliant delivery van, owned and entered – but, understandably, not driven down by Tony Weise from West Yorkshire.

Lincolnshire Lovelies

The 33rd Lincolnshire Steam & Vintage Rally was held at the county showground on August 18-19th this year. The late **Malcolm Ranieri** sent us these pictures, which we are publishing in his memory, with thanks for all his welcome contributions in the past.



- 1: A classic rally outfit arrives at the show, a Scammell Highwayman ballast tractor, 234 BGO, which probably originally pulled a tank trailer for one of the petrol companies, now pulling a beautifully-restored showman's living van.
- 2: The well-known 1928 Foden 6 ton C Type steam wagon, no 13138 'London Pride', registered AN 9568, restored in its original livery of brewery, Fuller, Smith and Turner, was at the show.
- 3: A nice Morris 'Tonner', with a tilt-covered body, TW 2736 (Essex, 1926), seen passing some classic cars and a pretty little Morris Minor van, OV 5562 (Birmingham, early 1930s).
- 4: This Perkins-badged Commer VC, with a beaver-tail body, YFK 807G (Worcestershire, 1968-9), makes a useful restored vehicle.
- 5: This 1955 Dennis F12, JFE 415, once the pride of City of Lincoln Fire Brigade, was one of several fire engines at the rally.
- 6: A late Sentinel S4 steam waggon, WJ 8985 (Sheffield, 1934), with a load of coal on board.

Cumbrian Run

Keith Baldwin sent us these pictures from the 16th Cumbrian Truck Run on 1st September. He asks if it is a sign of the times, or is he getting old, that most of the lorries look modern to him? Never mind, it was a nice day and there was an entry of over 40 vehicles to enjoy. He also visited the Threlkeld Mining Museum, with its narrow gauge railway, lots of excavators, steam rollers and some dumper trucks...



Above: A smart 1986 ERF E6 four-wheeler, D110 SYS, in Wilson's of Dalston livery.



Above: This 1954 Leyland Comet tipper, CEU 386, of Dover & Sons of Keswick is a regular on the run.



Above: The 1978 Gardner-powered ERF B Series six-wheeler 'bulk blower' tipper, PSW 130S, of Ian Carlton of Moffatt, looks ready to deliver another load of animal feed.



Above: Contrasting with the other vehicles on the run was this 1924 Ford Model 'T' dropside truck, BS 9885.



Above: In need of some 'TLC', but still looking ready for work was this Euclid dumper, seen at Thelkeld.



Above: Another big four-wheeler dumper, sporting an Aveling Bardford badge.



Above: A Foden half-cab four-wheeler tipper, showing signs of some care and attention at Threlkeld.

Great Dorset Steam Fair



1: One of the vehicles over from Ireland was this Atkinson Borderer, BAB 661M, with a powder tank trailer, in the livery of W & J Chambers of Drumahoe. (VC) **2:** This 1981 Bedford TK860, LSA 837W, is now in the livery of Dorset-based Dave Forrest. (DF) **3:** The final fling for steam on the road is represented by Foden Speed Six tipper, LG 4815, in the livery of W J King of Bishops Lydeard, a supporter of steam to the end. (DF) **4:** Seen in the 'scrapyard' feature at the show is a Chevrolet breakdown truck, looking ready for some attention itself. (DF) **5:** A Thames 4D platform lorry, in the livery of Burden Transport of Wimborne. Does the 1958 Surrey registration, 883 HPA, signify it was originally operated by the Milk Marketing Board? (DF) **6:** A 1933 Bedford ACYC 8 cwt van, re-registered 838 JGC, seen among the bigger stuff. (DF) **7:** This fine DAF 'Torpedo' bonneted dropside lorry from the 1960s was among the Dutch contingent at the show. (DF) **8:** On The Scammell Register stand was this Scarab 6 ton tractor unit in Royal Navy colours. (DF)

This year's 50th Anniversary Great Dorset Steam Fair, held August 23-27th, featured many special displays, with a record number of nearly 500 steam engines, tractors and all sorts of vehicles including, of course, commercials. The number of people attending caused a few problems, but the show was a great success overall. **Vic Capon** and **Dick Furniss** were there.



9: In the colours of Cook of Crawley we see this Scammell Highwayman ballast tractor with a shownman's living van. (DF) 10: An impressive sight in the 'Playpen', three Scammells, a Contractor, Constructor and Mountaineer, with the Crane girder trailer. (VC) 11: A Scammell Explorer in substantially original military condition, now 319 UXG, with a 'vessel' on bogies in the Playpen. (VC) 12: The steam boys had fun in the Playpen too. Here are Burrell tractor, AH 054, called 'End2End', and Burrell Crane Engine (without its crane!) PB 9687 'His Majesty', with a loaded solid-tyred low-loader. (VC) 13: This is Burrell Road Locomotive, DO 2067, 'The President', making light of a bolster trailer loaded with logs. (VC) 14: Three Burrell locomotives, plus another at the rear, 'playing' with the Crane girder trailer. The Diamond T was probably there to provide braking downhill. (VC) 15: An unusual Atkinson six-wheeler, with crew-cab, RHU 350G (Bristol, 1968-9), mixing it with some Scammells in the playpen. (VC) 16: Many of the low-loaders bringing steamers to the show are interesting in their own right, like this ERF B Series, CCR 491W, still in the livery of Ackworth Transport. (VC) 17: A long distance visitor to Dorset was this Albion Chieftain FT37, HYS 758, in Tennant of Forth colours. (VC) 18: A nice little Bedford M Type tipper, GBK 73 (Portsmouth, 1951), of M J Patch of Winford, Somerset.

Retro Show

The 2018 Retro Show at Gaydon for 'modern classic' trucks was held on September 8-9th. This show complements the June Classic Commercial Vehicle Show, giving the more recent 'trucks' their day in the spotlight. There were lots of impressive and interesting vehicles there. **Mike Forbes** and **Len Jefferies** took the pictures.



Above: A classic in anyone's eyes, a Volvo F88, GFB 443N (Bristol, 1974), with a matching straight-frame tandem-axle tipping trailer, in the livery of James Smith of Brigg, seen on arrival. (LJ)



Above: Seen everywhere not so long ago, now surprisingly rare, a nicely restored late Ford D2417 or 2418 six-wheeled tipper, ABW 940V (Oxford, 1979), over from Ipswich with J.T. Few.



Above: This interesting bonneted MAN 32-240 six-wheeled dumper looks ready for work, rather than restoration.



Above: Volvo F88, THU 332M (Bristol, 1974) and F86, LKA 923R (Liverpool, 1976), represent earlier vehicles to wear the well-known livery of R.T. Keedwell of Weston-super-Mare.



Above: This Volvo F86, TRO 907J, was shown in solid condition, ready to be made beautiful in somebody's livery.



Above: One of several impressive recovery vehicles at the show was this Ford Transcontinental, TJL 562S (Boston, 1977), looking smart in Taylor of Hinckley's livery.



Above: Never thought a Seddon Atkinson could look small? These three, the 400 in early Securicor Parcels colours, FLB 951T, and two 401s, are somewhat dwarfed by the Renault Magnum beyond.



Above and left: The Charles Russell Scania's are loaded up, ready to go home, having made a splendid line-up all day. (LJ)

1940S CHILDHOOD

As a change from writing about Dakins Removals, I've penned some transport-related memories of my 1940s Nottingham childhood. We lived just off Wilford Road, in the Meadows, a squalid mix of industry and terraced housing, topped by a large railway marshalling yard and locomotive shed, and tailed with a coal mine and municipal power station plus, during the war, an anti-aircraft battery for good measure.

There was Kings Meadow Road, where Richard III's army had camped on its way to the Battle of Bosworth, and Castle Meadow Road, where the garrison horses had once grazed, offered a hint of a more bucolic past, plus Bosworth Road, named after the battle. Indeed, although their hey-day was long past, horses remained an everyday part of our lives, with horse-drawn vehicles owned by the Co-op Dairy, Turners Bakery, Shipstones Brewery, the LMS railway, which also operated 'mechanical horses', the Trent Navigation Company and our local coalman all gracing our streets.

The last-named, a bachelor, lived on-site with his elderly mother, in an ancient showmans-type living van, just across from our house. Also, unseen by anyone except the miners, pit ponies toiled deep underground, down the coalmine, then owned by the titled Clifton family, whose epic seven-vehicle removal I recently chronicled.

Wilford Road was served by a frequent – every 2-3 minutes – trolleybus service, worked by 1930 Ransomes and English Electric six-wheelers, later replaced by cast-offs from other routes and wooden-seated wartime Utilities plus, for a few years, second-hand Hastings single-deckers, which everybody except me detested. Sometimes, if my father was on this route, I'd enjoy a free return trip to St Anns, an area which was even more deprived than ours.

The terminal stop was next to a showman's winter quarters although, unfortunately, a tall fence prevented any sight of the no doubt interesting vehicles within. The trolleybus then turned around the five-way junction of Colliery Road, Wilford Road, Queens Drive, Victoria Embankment and Wilford Main Street. This latter road crossed the Trent via a toll bridge owned by the aforementioned Clifton family. To add to the fun, this complex junction was bisected by an un-guarded railway line, over which its coal trains had to be 'flagged' by the guard. Another occasional hazard were the flocks of sheep being driven from Wilford village, then still a rural community, rather than the dormitory suburb it later became, via Queens

Drive, to the Livestock Market on Cattle Market Road.

Potentially more lethal than either sheep or even steam trains, which at least followed a fixed route, were the tanks which daily roared up and down Wilford Road, a narrow and shop-lined thoroughfare. These came from the Royal Ordnance Depot several miles away, at Chilwell, and were going to and from the Royal Ordnance Factory (Sun Factory, in local parlance) on Kings Meadow Road, to be overhauled, re-barrelled and re-painted, sand colour for desert warfare, green and black for Europe.

While we small boys, heedless of any danger, loved to see them thundering past, they undoubtedly terrified housewives, out on their daily shop. With good reason too as, driven at top speed, they'd sometimes 'clip' the occasional car – the car always lost – skid on the wet road surface and hit the kerb or collide with one of the traction poles, holding up the overhead trolleybus wires. As Kings Meadow Road, despite being regularly used by these tanks, was considered too narrow for motor buses – but see below – every weekday afternoon, a fleet of elderly AEC buses parked-up in our street, to await the five o'clock mass exodus of workers from the Sun Factory. Sheer bliss for a small boy, whose interest in transport had already been fuelled by free trolleybus rides.

The Sun Factory had originally been built by Cammell Laird to produce railway rolling stock, with out-of-gauge coaches being shipped by barge down the Trent to Hull for export to the colonies. The remains of the crane and loading dock at the bottom of our street were a popular adventure playground for the local children, including your truly. As an aside, my father once worked for a painting contractor and was part of the team which painted the corrugated iron roof of the main building, lovely views of the neighbouring factory chimneys, he always said.

After Cammell Laird closed down, part of the property was briefly used by Nottingham City Transport, as an overflow garage for its expanding motor bus fleet, until the local residents complained about the early morning noise the buses made – little did they know what lay ahead! Incidentally, there was a proposal for a branch off the Wilford Road trolleybus route to serve the Sun Factory, although this extremely impractical idea was soon withdrawn.

There were, as far as I can recall, no haulage contractors based in our immediate area, though both Davis Bros, builders, and Stephens, builders merchants, kept their vehicles at their premises on, respectively,

Bosworth Road and Castle Meadow Road. Redgate Mineral Waters, which had purchased Dakins Bros' soft drinks business during the war, operated a small fleet of Vulcan delivery lorries from its premises on Waterway Street: as a pun on the name, the lorries had a miniature red-painted farm gate on their cab roofs. And that was about it, as far as road transport was concerned although, after so many years, there might have been other concerns I've missed.

So, after horse-drawn transport, tanks, lorries, trolleybuses and motor buses, what was left? Well, although its northern section had been abandoned in the 1920s, the western arm of the Nottingham canal was still busy with commercial traffic, with narrow boats from, mainly, London and Birmingham often being moored three-deep alongside the huge four-storey Trent Navigation warehouse. Here, they jostled for space with wide-beam Trent barges, which had brought cargo upriver from Hull Docks, Nottingham being the furthest point that they could reach: one post-war import that they carried being Carlsberg lager from Denmark.

Just across the road, at the LMS marshalling yard, an electric crane rattled to and fro, on its elevated track, transshipping containers between railway wagons and road motor vehicles. This contraption could not only travel sideways, but also back and forth, on its own set of rails. Finally, behind Clifton Pit, an overhead ropeway clattered away, day and night, its buckets tipping colliery waste onto the ever-growing spoil heap. This was slowly engulfing the swamp which, with its squelchy trails winding between the rushes, was a popular playground – yes, a swamp – despite lurid tales of an escaped circus lion, which lived within its depths and ate small boys!

All of my childhood haunts mentioned above are long gone and, not being overly sentimental, good riddance too. Nostalgia is all very well, but sub-standard housing and dreadful poverty are not my idea of 'the good old days' – others might differ, of course...

Omissions: Furse Electrics on Wilford Road built vertical transport systems – lifts, in other words. Clifton Colliery and the power station being side-by-side, coal was moved from the former to the latter via a long conveyor belt. Severe flooding in 1947-48 forced the suspension of the trolleybus service, with army vehicles being used to take people to and from work: so besides having swans swimming up our street, we also had DUKWs...

David Watts, Nottingham

KING COAL?

I refer to the 'King Coal' article in Issue 227 of Vintage Roadscene. When I was about 18 years of age, I got a job as a coalman's mate. It was a 5 o'clock start and we had to bag up the coal as we went. Two men held the sack open on top of the scales, while a third man shovelled in the coal. Then two of the men would lift up the sack of coal from the bottom, while the third man grabbed the top of the sack, then turned around putting the sack on his back. He then had to walk up the wooden steps placed at the rear of the lorry (see page 12). When you got up on the lorry the weight of the coal on your back pushed you to the front of the lorry quicker than you wanted it to. This had to be repeated many times until you were loaded, about 4 or 5 tons of coal.

Something that you don't see

in books are new coal sacks. They were made of hessian and soaked in tar that looked like golden syrup. Carrying the new sacks full of coal was a horrible job. Your clothes got covered in the sticky tar and so did your hands and your hair. The older sacks were much better to carry. One day of being a coal man was enough for me.

I was surprised not to see a single diesel badge on any of the Austin, Bedford and Ford coal lorries in the article. All of them were available with Perkins P6 engines at the time. All three makers were making their own diesel engines by the mid-1950s. The coal merchants that I worked for are still in business, but now they are heating and plumbing merchants, selling boilers, radiators and copper tubing. Which is much better than coal.

H Daulby, Croydon

RUN IN DOROTHY'S MEMORY

I lost my wife in February to cancer, so we had a road run in memory of Dorothy, on Sunday 14th October, organised by Mick Briggs of Deanwood Events and Pat German, rally organiser of BVPG (Blackpool Vehicle Preservation Group), from the Leyland Vehicle Museum car park to the Truck Stop at Carnforth. It was a very good turnout, with 15 commercials and 12 classic cars. The pictures show the vehicles at Carnforth Truck Stop.

BVPG is not just for classic cars but for commercials and buses as well. We would like to have

more commercials and buses at our shows, at Cleveleys on 5th May 2019, and at Lytham St Annes on 8th September 2019. Please telephone Pat on 01253 865901 or 07530 339411, or Ken Wilson 01995 605307, or send an sae to Mrs P German, 3 The Covent, Thornton, Cleveleys FY5 2HW, for an entry form.

Ken Wilson, Vice Chairman, BVPG



LEFT HAND DRIVE ATLANTIAN

Some things in life come along as a complete surprise! I was visiting New Brighton, Wirral, on 22 July 1995, when out of the blue, along came an unusual-looking left hand drive double-decker, in a mostly gold coloured livery, bearing the name in large letters, 'The Kings Coach'. The registration number was F212 JWV. I even managed to get a picture of it as it

passed by.

Many years later, I managed to establish that it was built as an lhd demonstrator in February 1982, and fitted with German Auwärter 80 seat bodywork. I cannot say if it was destined for Kuwait – the usual photos published of lhd Atlanteans for Kuwait featured Northern Counties bodywork. However, F212 JWV had chassis number 801978, and received the UK registration mark in October 1988. The

chassis model designation is AN68/2L. The vehicle is not listed as a preserved vehicle, and I have no record of it since my 1995 sighting. I hope you, Malcolm Wright and other readers may find this of interest.

David Stanier, Derby

I found a picture of a left hand drive Atlantean at the 1983 Motor Show, which might have been the same vehicle... – Ed



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ATKINSON PICTURE

I was amazed and absolutely delighted by the picture on page 5, November 2018 showing the Morav and Wheale Bros together. I am the son of Tom Wheale. I can tell you that the vehicle went on to become AWN 774B, driven by Alan Holbrough. Loads were sheet steel, coil and tinplate, from the works around Swansea to various places around London. Return loads were often butter, packed in ice from the Tooley Street, London cold stores, for Evan Rees of Swansea.

I attach a very good photo taken by Peter Davies of the vehicle on just such a run taken at High Wycombe in May 1965, with Alan Holbrough at the

wheel.

Getting into the cab in your picture is Mike Bevan, eldest son at the J & P Bevan dealership. They were Atkinson and Dodge dealers and close friends of my father. I have seen a copy of this photo before but very poor quality.

I would love to submit an article with a history of Wheale Bros and sister company Killay Transport but I am working to try and get a few more photos and improve what I already have. Keep up the good work, you have made me happy and very proud today.

**Stephen Wheale,
Woolaston, Gloucs**

We look forward to reading your article – Ed.



ONE OF THOSE MACKS

Further to the article from Barry Brown in Issue 225, I would just like to add a little pre-history to one of the featured Macks.

The vehicle, which I understand to be the later re-incarnation of GWU 940 and seen in its previous guise as the orange coloured recovery truck in Barry's photos, was originally painted white with red mudguards, as seen beside the original Harrison garage building at the forked junction of the A57/A1 at Markham Moor.

I remember going out at weekends,

with my father, in the mid-1960s. I was in my early teens and the area of heavy recovery stretched anywhere along the A1 from Stamford to Selby, racing to jobs at a maximum speed of 30 mph, but then there were no dual-carriageway sections in those days, it was a matter of passing through every town and village.

When I showed Barry's article to one of my father's ex-fitter mates, he immediately produced a selection of photos and plied me with many anecdotes of their working time together. He was also interested to know if it

was possible to find out where the old Macks might be now, as a second one had been modified in-house.

The attached photos also show the Bedford QL with twin boom, which I remember as being very versatile and much faster than the big Macks, so much so that in those days, Harrison's would listen in to police messages and they could be at a local incident before the ambulance, because again in those days, freeing passengers and immediate intervention were often performed by the recovery crew! **Philip Gropazzi, via e-mail**



RENAULT DETAILS

I have carefully read your Manufacturer Scene article, Part 9 of the 1970s tractor unit series, in issue 226, which is very interesting. Some remarks about the pictures seen on pages 22 and 23:

The three top pictures on page 22 show a TR 280 D, special version of the TR 280 for the UK and Irish markets, with right hand drive. The two pictures below are of TR 260s, on which the front wheels have been retouched.

On page 23 in the picture in the middle, this is a TR 300, easily recognizable with its front wheels with cast iron hubs (called 'artillery wheels' in France). The TR 320 is fitted with disc wheels. In the picture at the bottom, this is a TR 305 with the turbo intercooler engine MDR 06.35.40 of 306 HP and left hand drive (a rare picture of a British company with a depot in France).

Go on offering us excellent articles about English (and other) trucks that I try to know a little better...

**Jean-François Colombet, Editor in Chief,
Charge Utile, France**

A LUCKY CHANCE ENCOUNTER

The latest was another fine issue. I particularly enjoyed the Chance Encounter article – what a bit of luck – and another one on brewers drays, where I find the history of the brewers and their mergers as interesting as the vehicles themselves.

Something that struck me in this issue, from both the Chance article and the Peter Seaward one, was that the consequences of closing the coal mines extended beyond the miners themselves and their families, just as the closures of vehicle factories affected component suppliers and so on.

I reluctantly missed the Devon Coastal Run this year (page 56) because of a clash with another vehicle event so it was good to see the write-up and the CKD Minor. I did see some of these earlier this year but not commercials. It will be a hard decision next year but I am very tempted to take part again.

The Dennis article was also fascinating. This was a local firm to me, with my employer's warehouse at the back of the factory on the old Guildford By-Pass. A case of giving the customer what they asked for but not what they wanted?

Quentin Gallagher, Horndean, Hampshire

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MORE ON HENRY LONG

Good to read Peter Seaward's comments and to see more pictures of Henry Long Transport trucks, but then, Peter was always one of the 'good guys'. The lorries in the pictures on pages 30/31, at the LDOY in 1984/1985, were still around when I was with HLT from 1986. The Mercedes 1617 curtain-siders were from the radial (multi drop) fleet, while the van-bodied ones were on the Boots contract (and in a few years, would be in Boots blue livery). The Mercedes 2028 would, at that time, be mainly used on the Pedigree Petfood work.

I only have a vague memory of the Atkinson shunter, over the noise it made latterly, just before it was laid to rest! However, I do not recall the crane at all, so perhaps that must have gone before I was there.

My recollection of the one HLT/OCL vehicle was mainly about lobbying internally to stop the work, as we could not make any real money from it! I know in the end we walked away from doing such work. Part of the dilemma for us was, because group policy that mandated we had to use Mercedes trucks, which sometimes made it commercially impossible for us to compete or make money.

On Lyons Bakery and the mince pies, we had done work directly with them for many years, indeed, I had mentioned them in my original article. I remember one year on the Christmas range, they got something wrong, which resulted in HLT storing their excess plastic barrels of mincemeat, until they were ready to crank up production for the following year. Now the summer of the following year was quite hot, so the barrels had the benefit of extra fermentation, and some barrels exploded, giving the warehouse a new wall and ceiling decoration, plus a proper sticky mess in that part of our warehouse. But, it really did smell nice, bringing Christmas forward a few months! Unfortunately, the insurance company claimed 'inherent vice' and refused to pay out!

The seasonal mince pie work for Asda we only ever did in the north and I think this was perhaps for only two Christmas seasons. We certainly did not do this work nationally, as multi-drop timed deliveries over long distances is simply a disaster waiting to happen! If there is one thing for sure that I do recall, it was the Asda store managers who wanted their mince pies NOW, and never had any interest, for example, that the vehicle with their mince pies on, was actually being delayed across town by another

Asda store. Sometimes but rarely, they would call their other store and get things moving; but, this was not very often!

However, I was always keen to do such seasonal work, as we had the flexibility and the marginality, as we could 'easily' manipulate our capacity. Indeed, for a few summers, we also had done shed loads of pop into Morrisons stores from their supplier Barraclough in Bradford.

We always partly hoped that 'helping out' on such peak work might lead onto other things and sometimes it did, but most of the time it did not. We were therefore somewhat, 'price sensitive' in our negotiations right from the start, for example, we would do it well 'service-wise', but we needed a reasonable price to do that. Now this was always a difficult balance to get right, and as always, some you won, some you lost!

However, we always followed up on the ones we had lost and kept our ears to the ground, and so many times our predicted disaster actually happened.

Then, as now, I guess, some businesses choose that the turnover will look good, and therefore, they simply ignored the true maxim that, "turnover is vanity, it is profit that is sanity".

Stuart Emmett, via e-mail

IT IS A MULTIDRIVE



With reference to your query, as to whether Andy Boyle's Weightlifter trailer as seen in my photograph taken at this year's Welland Rally was Multidrive-equipped, it was indeed, and was seen later in the show, being demonstrated in the excellent working field, by being

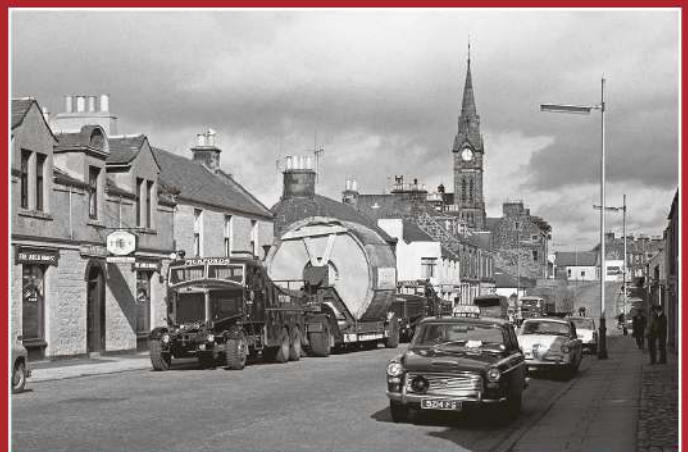
loaded with soil by one of the excavators and making good use of its All Wheel Drive capabilities, by easily traversing the steep slopes of the field with the fully-loaded trailer. Unfortunately I was unable to photograph this demonstration.

Dick Furniss, via e-mail

LORRY IN THE BACKGROUND

I was looking through the August 2018 issue of Roadscene and I believe that I have identified the lorry at the rear of the line of traffic on the Pickford side on page 13. This was a Thames Trader articulated lorry, belonging to the local haulage contractor, James Kemp of Leslie. It would be turning right at this point, to go down the hill to the company's yard. The lorry appears to be loaded with rolls of paper, either from Fettykill Paper Mill or the nearby Smith Anderson & Co Ltd. Kemp ran lorries to London and the South Coast. This may be of interest to some of your readers.

Thomas Rintoul, Bonnybridge



ANOTHER MACK AGAIN - AND MORE

Here are some photographs which might interest you. The Mack, FER 864, relates to the article in the July issue. It was photographed at Roy Lipscombe's farm in Elstree, Hertfordshire.

The other pictures were taken at Tony Buckley Breakers, Carlos Estate, Water Lane Watford in the same era. They show a funfair Scammell Highwayman, ex-Harris & Son, Hounslow, ex-Crows Scammell, 4489 HK, ex-ARC Foden S39, ex-Pat Collins ERF, a Foden S80 and ex-Chilton Seddon Atkinsons.

Tony Harbott, Colindale



J & H TRANSPORT

Here is a picture of a Scania LB76, one owned by J & H Transport Services (Peckham) Ltd, which now takes pride of place in the Scania Museum in Sweden, where I was recently a guest. The vehicle was restored at Scania, Sheffield, to celebrate 50 years in the UK.

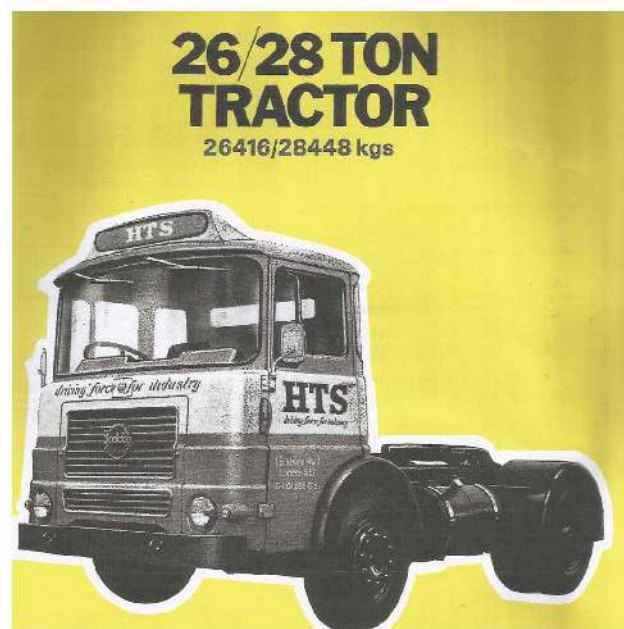
As a 19 year old in 1971, I worked for J & H at the Packhorse Garage, on the A5, Watling Street, at Markyate, near Dunstable, as a traffic clerk, and was able to tell them the fleet number, missing in the picture. J & H was a nationwide company, with 18 depots and 140 vehicles, and one of the first to order Scania-Vabis LB76s for use in the UK. (Yes, we hope to feature an article on the company in the near future – Ed.)

J & H was bought out by HTS (Hilton Transport Services) run by Ralph Hilton, who also purchased Pollock in Scotland. Before this company folded, it had 1,800 vehicles. Hilton ran Scania, while smaller vehicles were mostly Ford D Series (the company had one of the legendary twin-engined models) and was reputed to have ordered 200 Seddon tractor units at one time. These were shown

in Seddon and HTS brochures. This is another company which you might feature in the future...

I have also enclosed some pictures of other interesting vehicles, including an ERF C Series of Robert Walker (I am this company's No 1 fan), a restored Scania 76 of J W Bird of Warley, another 76 of W H Malcolm, seen with a 111 at a rally, two of Pearson's of Coventry's working Foden Alpha tippers, and a Seddon Atkinson 401 of R G Jellis of Ivinghoe, Buckinghamshire. *(We will show some vehicles 'ripe for restoration' photographed at Rush Green another time – Ed).*

Peter Hamer, Leighton Buzzard.



CHARLES SHEEHAN (1937-2018)

Vintage Roadscene reader, Charles Sheehan, was taken on his final journey to the Vale Crematorium in Luton, by Vintage Lorry Funerals' 1950 Leyland Beaver.

Charles was born in Deptford at the start of World War II and his first job after leaving school was with a local butcher. Charles learnt his butchering skills quickly, but wanted to become a lorry driver, as he thought no two days would be the same and if he could be behind a steering wheel he would be his own boss.

Charles got his driving opportunity with a company called Bobby Johnson, which specialised in delivering furniture to shops and homes. The lorry that Charles drove when he joined the company was a 1950 Leyland Beaver with a blue cab and red mudguards. When Charles was 54 years old, he decided to change jobs and became a bus driver for London Transport, staying there for the next five years.

Sadly Charles had to finish driving, because of ill health, when he was 59 years old, however, he continued his transport interests by collecting model lorries and cars.

When Charles passed away, his family went to Shires Funeral Services in Dunstable, walked into the Arrangement Room and couldn't believe their eyes, when they saw a picture of Vintage Lorry Funerals 1950 Leyland Beaver on the wall, which was exactly the same as the one Charles had driven at the start of his career.

The Florist, Pam Way, who was Charles' niece, rang David Hall, of Vintage Lorry Funerals, and asked him to e-mail her a picture of his lorry, so that she could match the colours on the 'Flat-Bed Lorry' Floral



Tribute that she was creating. The main Floral Tribute from the widow was a 'Swinging Open Heart' and, as David had never carried this Floral Tribute before, John Way, Pam's Husband, traced the 'Swinging Open Heart' onto wallpaper and drove from Slough to Bradford-on-Avon, with templates of all the Floral Tributes that Pam was working on, for which David was very grateful.

Charles is deeply missed by his wife of 59 years Barbara, his sons Mark, Raymond, Christopher and Barry, his daughter Lynne, 18 Grandchildren and 18 Great Grandchildren.

If you want to know more about the 1950 Leyland Beaver, please ring 01225 865346 or visit www.vintagelorryfunerals.co.uk

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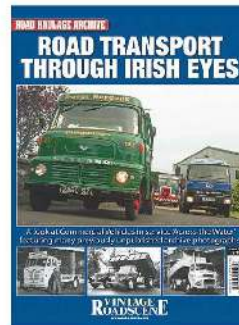
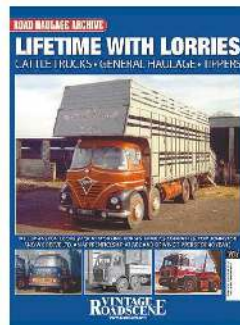
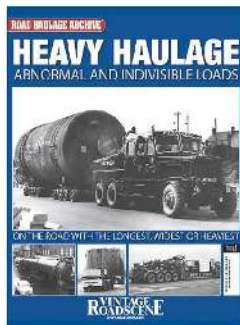
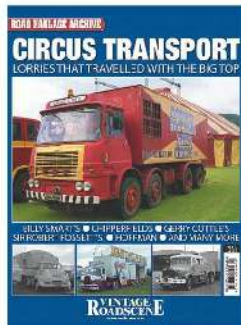
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A Christmas Ghost Story

A cilling tale from ex-bus driver David Lloyd.

Christmas was almost upon us. Those of us on the buses were frantically driving vehicles laden with Christmas shoppers by day, to be followed by the inevitable hordes of pre-Christmas revellers on our evening journeys. Hardly a spare minute for a cup of tea.

Today was a Friday, and as a one-man operator, I had been rushed off my wheels all afternoon. The shops had now wearily closed their doors, and with the footsore assistants now having joined their customers at the bus stops, I had yet another full bus as I set off in my Leyland National from Llandyfnant's main bus station for the remote village of Pont Elwyn. At least the rural area wouldn't be quite so hectic, so I reckoned that after dropping these passengers off, I'd have a couple of quieter trips before the evening rush.

As I eventually reached the outer suburbs of the town, my load had become gradually lighter, until finally out in the rural area, my last passengers finally disembarked. Off they staggered down the village street, heavily laden with parcels of the most outlandish shapes which undoubtedly would be stowed safely away until Christmas Day. Returning empty towards Llandyfnant, the thought of a nice hot cup of tea in the depot canteen spurred me on as I throttled through the empty villages – the bark of the diesel engine of the National reverberating off the rows of terraced stone cottages. No passengers here. Between villages, even the road traffic became almost non-existent, and I accelerated as I entered the long straight stretch across the moors at Rhostrerhaeadr. No hamlets here – not even any buildings – so I pressed on.

Suddenly, I became aware of a slight ground mist, and as I slowed down, a figure of a girl appeared from behind a tree ahead – a girl in a long dark coat and what appeared to be some sort of bonnet. Salvation Army? Out here on the moors? Surely not, but all the same I slowed down even further, and the girl signalled me to stop. As I did so, I noticed that I was in the middle of the moors; not a building, farm or inn for some distance. She slowly walked up to the bus and climbed noiselessly aboard. She was a pretty girl in an old fashioned sort of way and, without speaking, she showed me a local complimentary pass.

"Nearly missed you," I joked, and she smiled faintly before proceeding silently to the rear seat. I could feel the hairs tingling on the back of my neck: "Pull yourself together," I told myself, "she's probably been for a walk on the moors



David with his Leyland National – no ghost and it's not Christmas...

and decided to ride home. Yes, the long coat and bonnet are a little strange, but young girls these days do wear some odd gear, and besides, it's a cold night." I pressed the 'close door' button and pulled out onto the empty road, the ground mist swirling around in the beam of the headlights. I watched her in the rear view mirror; she was sitting quietly, staring straight ahead. Despite the warm cab heater, I could feel a slight shiver down my back as I drove along – the complete silence of the moors broken only by the burble of the bus engine as I idled along through the mist in third gear.

No further passengers. Then, as we passed through the next village, I saw old Meurig, the village drunk, standing up unaided at the bus stop outside the Red Lion – apparently sober. He was a scruffy old man – usually drunk, but no great trouble, if you didn't mind waiting five minutes each time he got on the bus, while he searched his tatty old coat for his pensioner's bus pass. When sober, he was no trouble at all. I pulled over and hissed the doors open. "Evening, driver," he mumbled as he got on, and he actually had his bus pass ready in his hand.

"Off to town again," he muttered (possibly to himself) and I noticed two bottles of beer protruding from his coat pockets and I hoped that he wasn't going to consume the contents and leave the empty bottles rolling around under the seats, which is what he usually did. I activated the 'close door' button, and he sat down near the front. I glanced in the cab mirror – the girl was still sitting motionless in the rear seat.

No more passengers now, as I finally entered the outskirts of Llandyfnant, and I began to feel a little easier. Old Meurig wasn't much company, but I felt happier with the

extra passenger. I entered the High Street – festooned with Christmas lights – and turned the long Leyland into the main bus station, where my journey conveniently terminated adjacent to the staff canteen. I swung the bus into its allotted stand, pulled on the handbrake and turned off the engine. One more hiss, as the automatic doors began to open, and the vehicle was silent.

I looked up at the cab mirror; the girl had got up and was walking towards the front. I glanced over my shoulder to Meurig – he wasn't there. I gasped with shock. He wasn't there. The girl reached the door: "Wait," I said, "where's the old man gone?"

She turned. "Old man?" she said, "What old man?"

"The old man that got on outside the Red Lion," I said desperately, "He sat there – " I pointed to the now-empty seat. The girl looked at me coldly: "After you picked me up, you did stop once at a public house. But no-one got on," she said, "there was only ever you and me on the bus." My racing thoughts were interrupted by the sudden appearance of Driver Emrys Jones, who opened my cab window from the outside and demanded: "You coming in for a cup of tea, Dai?" "Er....yes," I stammered.

"I'll wait for you," he said, "By the way, have you heard about old Meurig? Killed, he was this afternoon by a cattle truck on the road outside the Red Lion. Seems he was dead drunk as usual, so I suppose it wasn't the driver's fault. Poor old devil. We'll miss him coming into town, eh?"

"Yes we will," I said, as I followed Emrys upstairs into the canteen. Down in the street below, a Salvation Army band began to play "God rest ye, merry gentlemen"...

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